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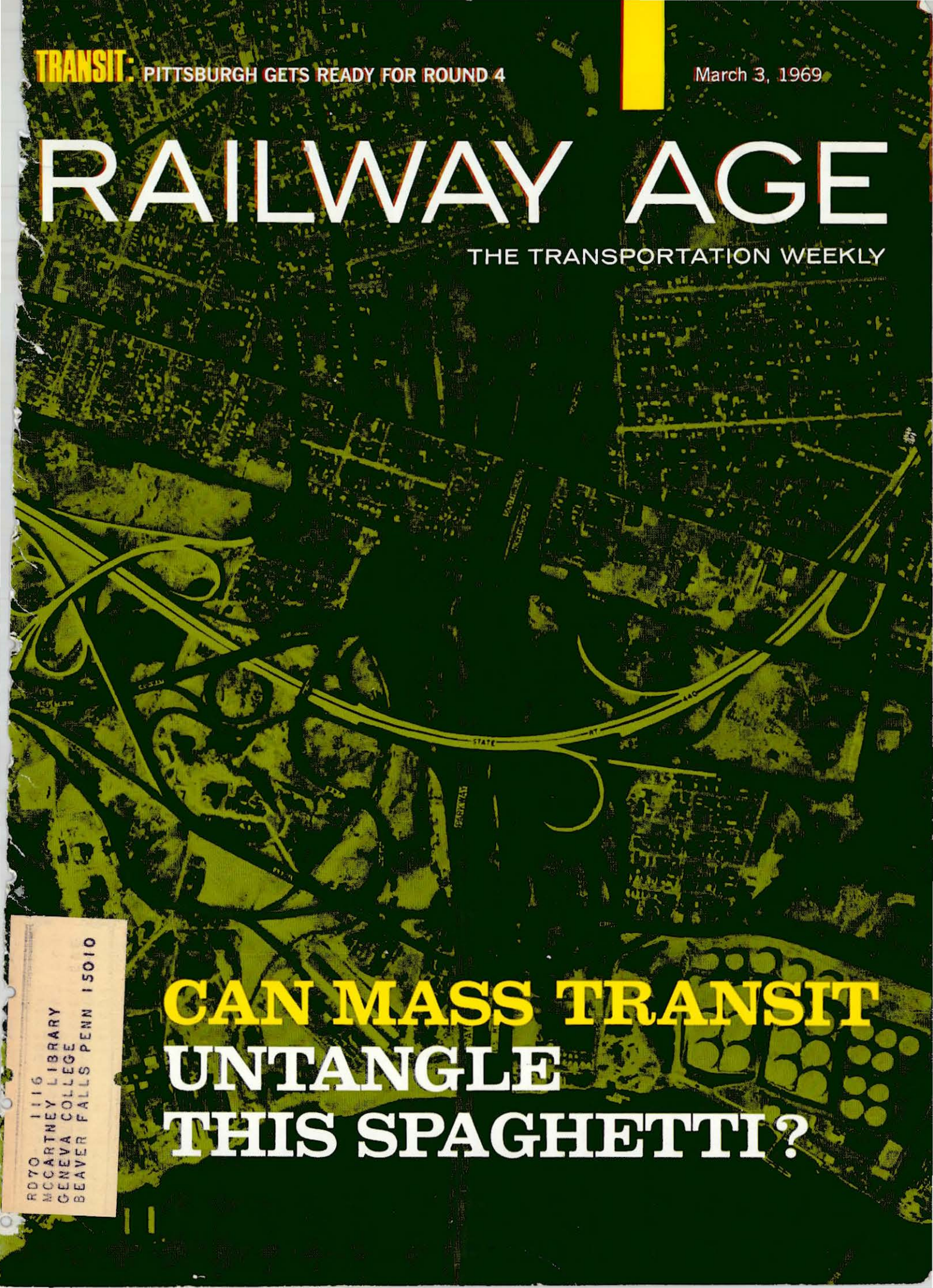
March 3, 1969

RAILWAY AGE

THE TRANSPORTATION WEEKLY



CAN MASS TRANSIT UNTANGLE THIS SPAGHETTI?

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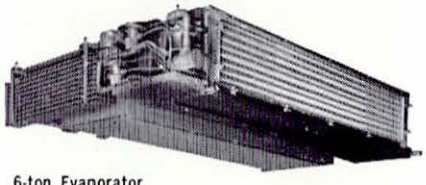
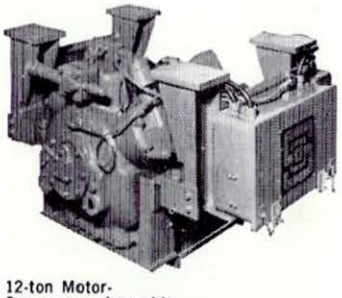
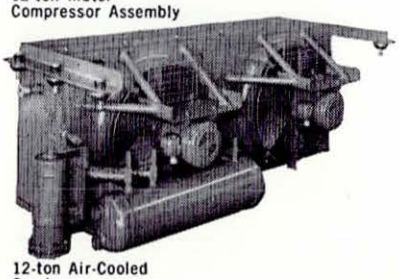
Modern Transportation Includes Safety Air Conditioning



6-ton Evaporator and Blower Assembly, overhead unit



12-ton Motor-Compressor Assembly



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Pittsburgh, Pennsylvania
March 10, 11, 12, 1969

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Pittsburgh is proud to host again this year the annual International Conference on Urban Transportation.

Our program lists many of the world's leading professionals on the problems of the urban environment, emphasizing transportation, and ways that are being used to reach solutions. Speakers include officials of federal, state and municipal government, educational and civic leaders, transportation experts and key members of corporate management and labor.

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William Carpenter
Conference Chairman

Pittsburgh Urban Transit Council
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. . . AND COMING NEXT WEEK

Railroad chief engineers have a keen appreciation of the contribution to profitability their departments can make. And a **Railway Age** survey, coming in the March 10 issue, shows just how keen that appreciation has become. Also in this issue: Surprising revelations regarding derailments due to rail failures, as analyzed by the AAR's G. M. Magee.

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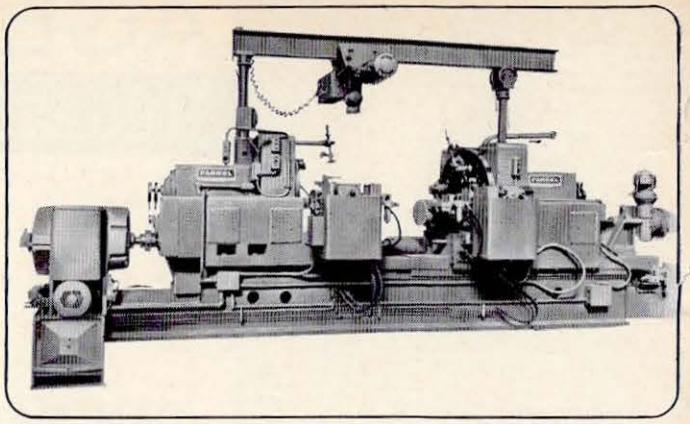
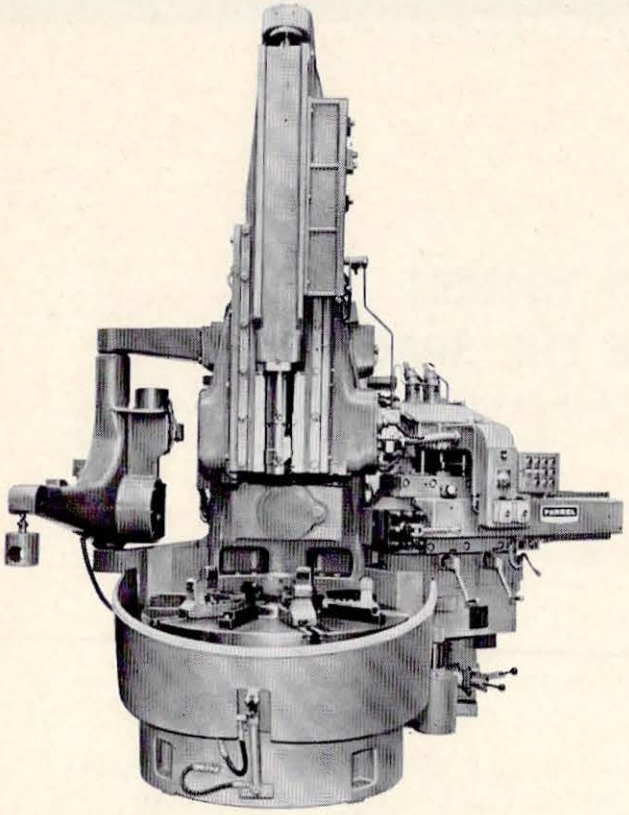


can reprofile at least two wheels in twenty minutes

Taking cuts up to 3/4" depth on both wheels simultaneously, this new 50" tracer-controlled wheel lathe is six times as fast as many old machines still in use. Operation is easy to learn. The design incorporates a straight-hydraulic tracing system requiring only four controls to cut the wheels.



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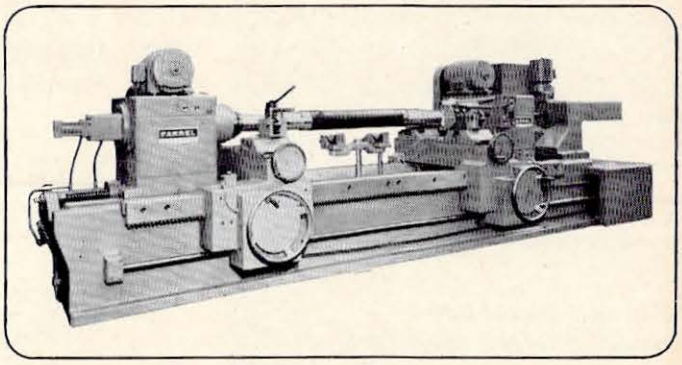
Farrel Diesel-wheel borers will rough-bore, finish-bore and chamfer in a continuous cycle . . . will face and turn both sides of the hub and face the flange side of the wheel rim . . . all with speed and accuracy. Wheels are automatically centered and chucked . . . boring is fully automatic from start to finish.



can turn and burnish at least 18 axles per shift

This dual-end drive journal-truing and axle lathe will (1) finish turn and burnish new or used, car or Diesel axles, (2) finish turn and burnish inside and outside journals of mounted wheel sets, and (3) turn center portion, between wheel seats, of straight axles. Speed range is suitable for carbide tooling.

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SHORT AND SIGNIFICANT

TOFC service for fresh meat passes first test

An experimental TOFC service for delivery of fresh meat from St. Paul, Minn., to the East Coast resulted in a 50% reduction in running time in its first test. A train jointly operated by the North Western and Erie-Lackawanna made the initial trip last month in 38 hours, by-passing yards in St. Paul and Chicago.

Commuters say "thanks" to Erie-Lackawanna

In an age when most railroad customers seem to have nothing but complaints, the action taken by the Board of Public Transportation of Morris County (N.J.) was unusual, to say the least—though not really surprising to those who know the railroad involved. The Morris County board wrote, published in a handsome format, and distributed thousands of copies of a letter expressing "our sincere thanks to the dedicated Erie-Lackawanna railroaders who kept our trains running, through and after, the record-breaking snowstorm and frigid gale of Friday, February 9, 1969, and Monday, the 10th." After recapping the herculean (and successful) efforts of the railroad to keep trains running, the letter concluded that E-L's 32,000 commuters "are fortunate to reside in the territory served by the Erie-Lackawanna.

Nixon names campaign aide to the ICC

President Nixon has nominated Donald L. Jackson, a former Congressman from California, to fill the year-old vacancy on the Interstate Commerce Commission created by the death of Grant E. Syphers in February 1968. The term expires Dec. 31, 1973. A U.S. representative from 1947 to 1960, Jackson served as special assistant in the Nixon campaign.

Chicago subway work could start in '69

If all goes as planned, Chicagoans may see signs of activity late this year on an over-all $600-million downtown subway project. The city, it's reported, is getting set to ask the Illinois legislature to approve creation of a special central-city tax district. With this special tax program in effect, the city would then be able to issue general obligation bonds to provide the local part of the planned local/federal cost sharing, covering the first half of the 10-year project.

Coughlin to succeed Heath as BLE chief

Perry S. Heath, grand chief of the Brotherhood of Locomotive Engineers since 1964, will retire April 1. New grand chief will be C. J. Coughlin, now first assistant, who succeeds to the top job automatically under the BLE constitution. Heath, who will be 70 in October, is leaving his successors with a charge to keep the BLE independent: "There is not the least bit of doubt in my mind that no one could ever represent locomotive engineers as satisfactorily as the BLE has over the years and will continue to do. The greatest mistake our brotherhood could make would be to surrender our place in the sun and permit our members to be represented by people who do not know the thinking of locomotive engineers" *(see Lines on Labor, p. 12)*.

Accidents up, casualties down for rails in 1968

The number of train accidents in 1968 rose 5% over the 1967 figure, the Federal Railroad Administration reports. The 1968 total is 7,694, compared with 7,294 in 1967. Casualties, however, dropped slightly to 26,823 from 27,006 in 1967. The 1968 figure includes 2,353 deaths and 24,470 injuries. For 1967, the figures are 2,483 and 24,523. The casualty category showing the largest over-all toll is employees on duty, with 145 deaths and 17,477 injuries, both down slightly from 1967. The category with the most deaths is nontrespassers other than passengers and employees—1,570, compared with 1,659 in 1967. Grade crossing accidents took 1548 lives and caused 3817 injuries, compared with 1633 and 3847, respectively, for 1967.

MONDAY MORNING REPORT

D&RGW: CONCERN IN CONGRESS

Denver & Rio Grande Western has long been one of the nation's most-admired railroad properties. It's small, it runs through tough territory. But it's strategically located, as a bridge in a central transcontinental system. It's been extremely well-managed. It's been a money-maker, with impressive percentages of gross brought down to net. It has substantial cash reserves. It wants to expand east to the Missouri River gateway, and it has Justice Department approval of that expansion as one condition in Justice's favorable consideration of a Union Pacific-Rock Island merger. Now, however, Rio Grande is facing a possible takeover attempt. And concern about this possibility has spilled over into Congress.

INVESTORS: CAN THEY RUN A RAILROAD?

Carter Group, Inc., a New York-based investment banking-holding company formed last year, says it's considering D&RGW as its first acquisition. With that report, it wasn't long before questions started flying in House and Senate. Among those concerned is Rep. Donald G. Brotzman (R-Colo.), who raises a point regarding the new group's capability in managing an already well-managed railroad property. A check of the firm's membership prospectus, he notes, indicates that the group was formed "without a single member of its executive committee having a substantial background in railroad management."

CONCERN EXTENDS BEYOND THE RIO GRANDE SITUATION

Being a Coloradoan, Rep. Brotzman is most directly involved with the specific D&RGW case. But he also sees broader implications. The situation, he says, "promises to be repeated if the Carter Group should be successful in their Rio Grande venture. The railroad industry is one of the most heavily regulated in the nation, and surely the ICC would look with alarm at the demise of an expert management by a group which—to quote the prospectus—is trying to profit by the 'creative interplay of the acquisition technology.' "

ONE GOAL OF THE QUESTIONERS: INVESTIGATIONS

Rep. Brotzman has asked the ICC to investigate the situation. Both he and Sen. Peter H. Dominick (R.-Colo.) see another potential problem in the financing area, and the Securities and Exchange Commission may be asked to take a look. And other legislators are becoming involved, including Sen. Frank E. Moss (D.-Utah) and Rep. Byron G. Rogers (D.-Colo.). As for Rio Grande itself, it's had little to say thus far. D&RGW did declare it would strongly oppose takeover—and then Rio Grande people went back to running the railroad.

WEEK AT A GLANCE

SP to establish holding company for diversification

Southern Pacific directors have approved plans for establishment of a holding company which could engage in non-transportation diversification. Shareholders will vote on the proposal at SP's annual meeting May 14. Under terms of the plan, the existing Southern Pacific Co. would be merged into a new company called Southern Pacific Transportation Co., which would be a wholly-owned subsidiary of a new holding company to be known temporarily as S. P. Inc. Upon consummation of the plan, S. P. Inc. would assume the name Southern Pacific Co. SP President B. F. Biaggini notes that the company has for many years sought a diversified service base—with its principal business in railroading but with other operations in the motor-carrier, pipeline, marine, and leasing fields and with an application on file for entry into air-freight forwarding.

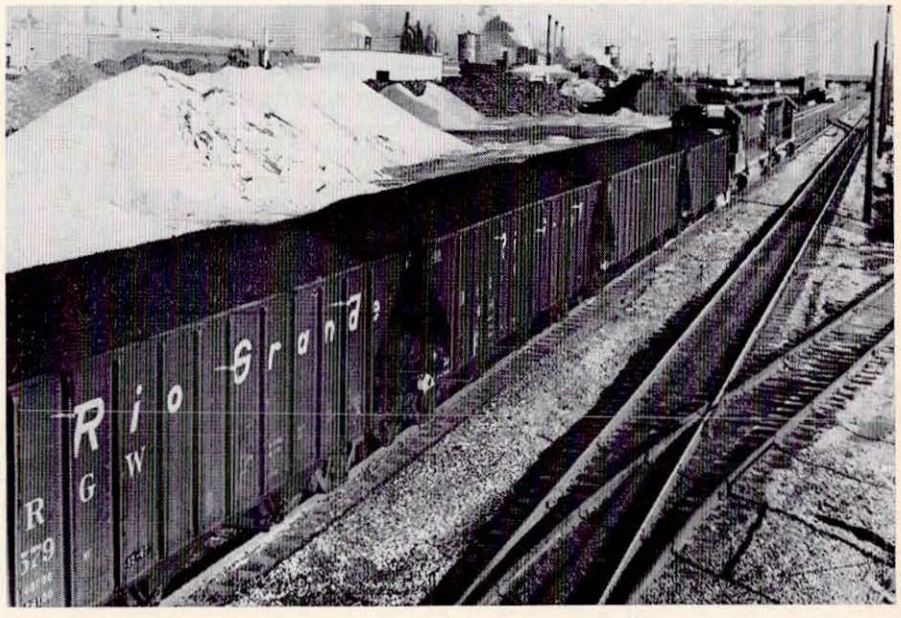
Says Biaggini: "The directors believe that the best interests of the stockholders and the public will be served by further extension of this diversification into non-transportation activities, and that the proposed plan will be the best method of achieving this objective."

DOT fills rail, transit, highway posts

Three key jobs at the Department of Transportation were filled last week. Nominated for Federal Railroad Administrator was Reginald N. Whitman (general manager, Great Northern, lines east, St. Paul); for Urban Mass Transport Administrator, Carlos C. Villarreal (vice president, marketing and administration, Marquardt Corp., Los Angeles, and a former General Electric aerospace executive); and for Federal Highway Administrator, Francis C. Turner (director, Bureau of Public Roads).

Canadian-born Whitman, 59, is a career railroader who joined the GN in 1934 as a telegrapher. At DOT he succeeds A. Scheffer Lang.

Rio Grande begins "total performance" unit-train program



Superlatives come readily to mind when Rio Grande describes a new "total performance system" for unit-train delivery of coal from three mines in Utah and Colorado to U.S. Steel's Geneva Works, near Provo, Utah. The operation, D&RGW says, provides "utmost utilization of motive power . . . unprecedented efficiency in assignment and movement of cars."

The figures bear out the claims: Only six locomotive units, operating in pairs, will do the job. Only 625 hopper cars are handling the same volume that formerly required more than 1,000 cars, and the fleet eventually will be reduced to about 390 cars. Marketing, traffic, and operating people from Rio Grande and USS collaborated in working out the complex movement. John E. Timberlake, superintendent of Rio Grande's Colorado division and a former market director-fuels, sums it up: "All segments of the operation must interlock so that the total system functions like clockwork. It's been tested—and it works."

Formal unveiling of the service will come March 5, with top railroad and steel company officers and Utah Gov. Calvin L. Rampton participating in ceremonies at Geneva Works.

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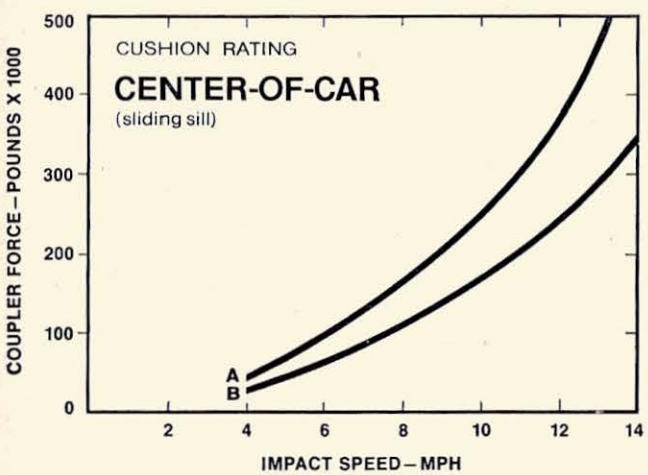
Give your ladings a break, not breakage. Specify ACF Freight-Saver cushioning for your cars.

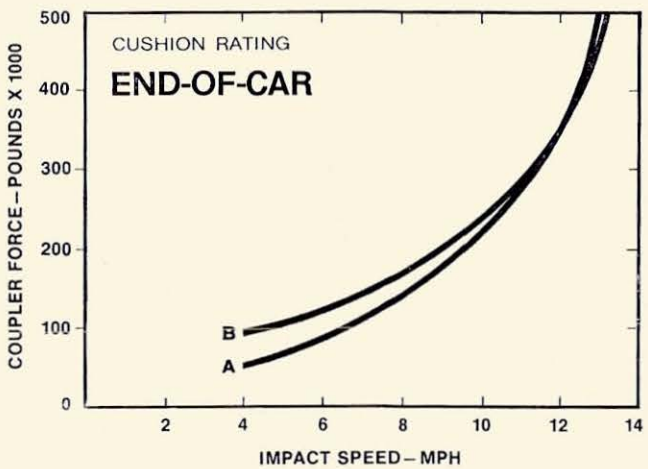
Recent independent tests prove Freight-Saver units cushion best. They give greater protection to ladings for fewer damage claims, and they require minimum maintenance for longer life.

The tests were conducted according to rigid AAR specifications. Here is how Freight-Saver center-of-car units compared with a typical sliding sill device. Both units have 20" of travel.



Curve A: Typical 20" sliding sill unit rates at 500,000 pounds coupler force at 13.2 mph.
Curve B: ACF's Freight-Saver 20" center-of-car sliding sill unit rates at 340,000 pounds coupler force at 14.0 mph.

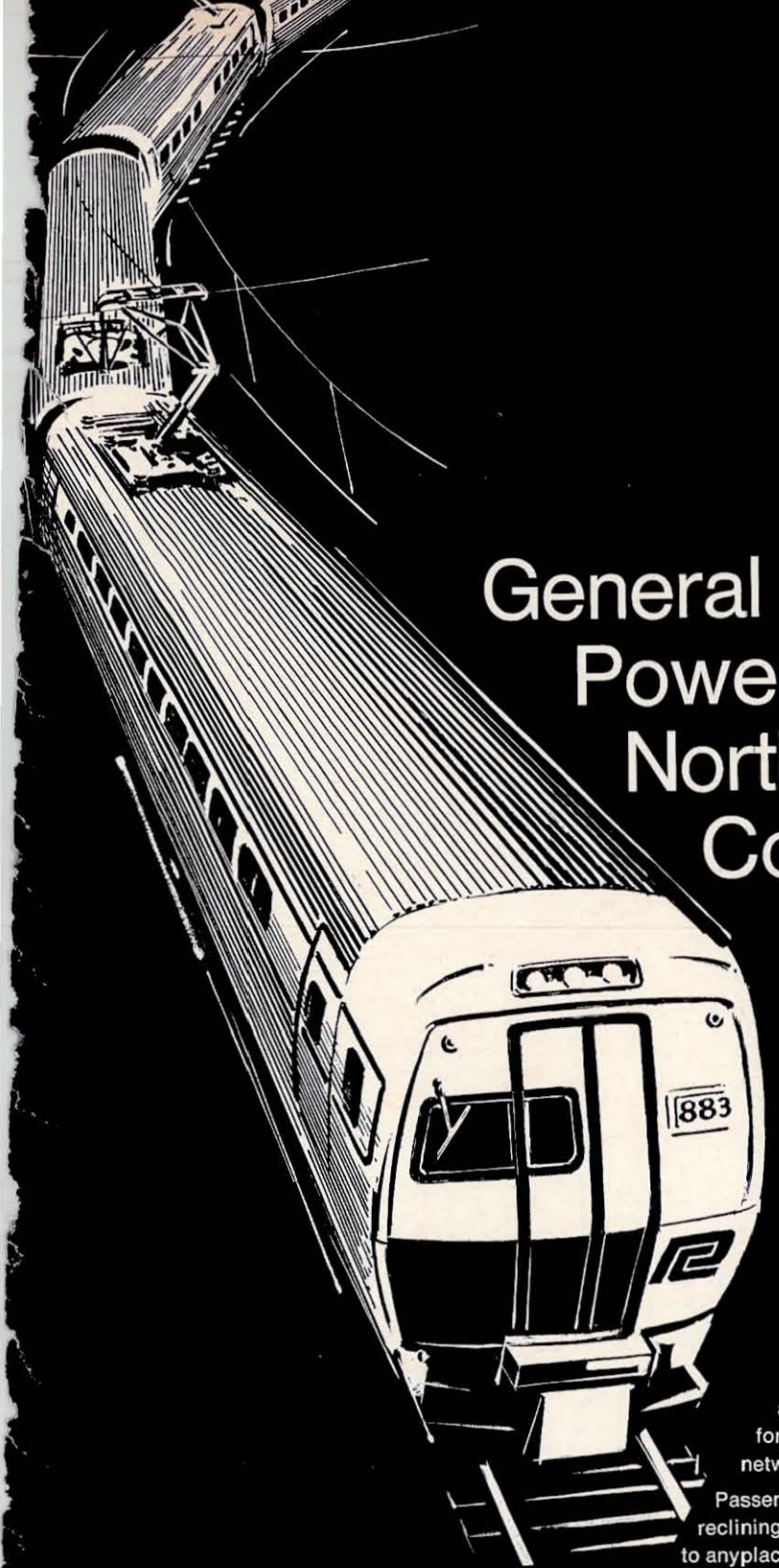
And here is how ACF's Freight-Saver end-of-car system measures up.



Curve A: Competitive 15" end-of-car cushioning rates at 500,000 pounds coupler force at 13.0 mph.
Curve B: ACF's Freight-Saver 15" end-of-car cushioning unit rates at 500,000 pounds coupler force at 13.2 mph.

That's protection. And Freight-Saver has more to offer: Better impact behavior characteristics and unsurpassed reliability.

Freight-Saver never goes "solid." Because there's no metal to metal contact, there is almost no wear in buff and draft. Its unique self-contained air spring provides positive recentering without the lash-back characteristic of mechanical spring recentering systems.



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The General Electric powered Metroliners were built by the Budd Company for this project which is jointly sponsored by Penn Central and the U.S. Department of Transportation.

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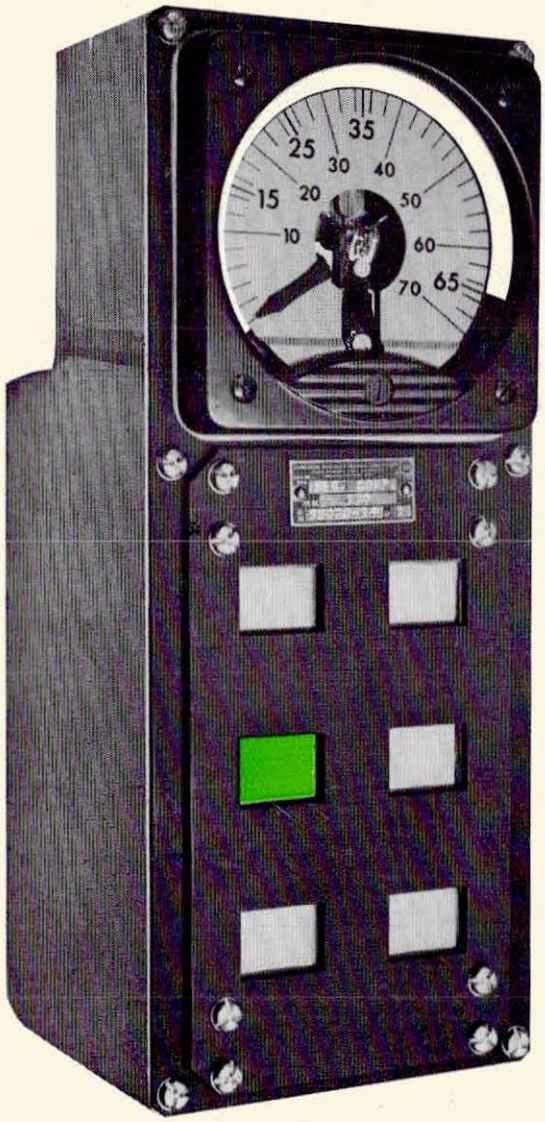

Tells the motorman what to do . . .

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Each time the speed limit must be reduced, the display shows the new speed range and sounds an alarm. If he doesn't start braking within 2½ seconds, the brakes go on automatically.

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This modern control system is in rapid transit service in Chicago and Cleveland. Write for complete information.

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URBAN INVOLVEMENT: Sen. Jennings Randolph (D.—W. Va.) shakes hands with Whitney Young, head of Urban League, at Pittsburgh Hilton, site of transit conference.

DOT Secretary John A. Volpe

Politicians to star at transit meeting

Volpe to make first appearance before transit group at fourth annual conference in Pittsburgh.

The new Secretary of Transportation, John A. Volpe, makes his first appearance before a transit-oriented audience next week at the Fourth International Conference on Urban Transportation in Pittsburgh. The meeting runs from March 9-12.

Clearly, organizers of the conference wanted to get as many political figures as possible to participate in the conference, in line with the meeting's theme —"Transportation: Lifeline of an Urban Society." Accordingly, nationally known political figures figure strongly on the program, with technical talks proportionally reduced.

U.S. Senators on hand will be Gordon Allott (R.-Colo.); Jennings Randolph (D.-W. Va. and chairman of the Senate Public Works Committee); Harrison Williams (D.-N.J.); Edward Kennedy (D.-Mass., invited).

Other elected officials include Congressman William S. Moorhead (D.-Pa.); Governor Raymond Shafer of Pennsylvania; and Governor William Milliken of Michigan.

Representing the administration in addition to Mr. Volpe will be George Romney, Secretary of Housing and Urban Development.

Greeting delegates on behalf of the city and Allegheny County will be Mayor Joseph Barr and Leonard Staisey, chairman of the county commissioners.

A vexed question behind the scenes will undoubtedly be the city's failure to come up with a rapid transit system of its own.

Present plans of the Port Authority of Allegheny County include a scheme to pave over some abandoned rights of way and convert them to lanes for express busses.

The Westinghouse Electric Transit Expressway is getting a demonstration grant for further refinement and testing at its prototype site in South Park, in connection with the proposed construction of a short revenue line downtown. That line was tentatively envisioned as a distributor, with conventional rapid transit lines serving as feeders from outlying areas. But to date, no action has come on this.

The Pittsburgh Urban Transit Council, however, is supporting establishment of a transit R&D center.

Over 1,000 transit operators, suppliers, consultants, planners and government officials are expected at the conference next week.

The committee in charge of the conference is headed by William Carpenter, director, corporate relations, PPG Industries. Vice chairman is Gene Schaefer, director, Wabco Mass Transit Center.

On the committee are Langhorne M. Bond, assistant administrator, Urban Mass Transportation Administration, DOT; Arthur W. Cowles, vice president, Koppers; John W. Dameron, executive director and general manager, Port Authority of Allegheny County; James L. Daniell, vice president, marketing services, North American Rockwell; William F. Gilfillan, Jr., vice president sales, Duquesne Light.

Others on the committee are George W. Jernstedt, director, transportation activities, Westinghouse Electric; John H. McLain, executive vice president, Greater Pittsburgh Chamber of Commerce; Hiram Milton, president, Regional Industrial Development Corp.; Don J. Morfee, executive vice president, Swindell-Dressler Co. (Pullman); Edward C. Myers, vice president and assistant to the president, U.S. Steel; John R. Rooney, assistant to the president, United Steelworkers; Leonard A. Swanson, general manager, WIIC-TV; Brian L. Williams, manager news services, PPG Industries; Rodney E. Wilson, manager, railroad and marine sales, Alcoa; W. L. Henry, corp. vp, Gulf Oil.

The Pittsburgh Urban Transit Council, which sponsors the conference, has Richard K. Mellon as honorary chairman and Leslie B. Worthington as chairman and president. Robert L. Hardin, Jr. is vice president and executive director; and C. Carroll Carter is assistant executive director.

NOW IS THE TIME

The time for talk about mass transit is past, and the time for visible and meaningful action is now. While the transit problem is discussed and studied—as it will be once again in Pittsburgh next week—the highway builders continue to wrap expensive strands of concrete spaghetti around our metropolitan areas.

By **JOE ASHER,** Transit Editor

The transit boom gets bigger with every passing year—but has the USA heard about it?

On a world-wide scale, the action is tremendous: An average of two new rapid transit systems opening each year; an average of three new ones getting started each year.

But the bulk of this action is in Europe. Back here, there is mostly talk.

Talk is plentiful, soothing, and best of all, "cheap." Some of it can be valuable: The Pittsburgh Transit Conference, for example, will do the job next week of dramatizing the extent and urgency of the urban transport crisis.

But it's worth noting that the conference will be the fourth held in Pittsburgh in as many years—and the city that dreams of becoming the nation's transit center has yet to get started on a rapid transit system of its own.

Not that Pittsburgh needs to be singled out. Atlanta, Los Angeles and Seattle have detailed plans ready for transit systems—but no funds. Half a dozen other cities around the country are reasonably interested in having rapid transit—but no action is forthcoming. A dozen more in the population range of 500,000 and up don't even know what the problem is—much less the solution.

Meanwhile, the talk goes on. Meetings are piled on meetings, studies piled on studies, plans cross-hatched neatly on plans, while the streets and highways of U.S. cities suffer arteriosclerosis, the urban population chokes on auto exhausts, and one downtown after another gets chopped up to make room for new spaghetti-bowls of freeways.

A scoreboard on the so-called U.S. transit renaissance shows some pluses:

- Launching of the tremendous San Francisco Bay Area Rapid Transit construction program.
- Creation of the Delaware River Port Authority line into Philadelphia.
- A complete transformation of what were the Hudson & Manhattan tubes into New York and New Jersey's PATH system.
- New lines and new cars for existing systems in New York, Chicago, Boston, Philadelphia and Cleveland; in the latter case, an airport-access link, first in the country.
- The start of useful research and development work, as done at the Bay Area test track.
- Establishment of the precedent of federal and state aid.

But the pluses shrink into insignificance, compared to the staggering number of minuses:

- Of $5.35 billion in federal expenditures for transportation in FY 1967, the transit share was $160 million, or 3%. This, in a nation that is now clearly urban—over 70% of the population reside in urban areas.
- Cities swamped by social service problems (hospitals, schools, welfare) skimp on funds for public transport, and turn desperately to Washington for aid. What's available is on the one hand, 90% federal financing of highways, and on the other, a chance to get on line and hope for 50% or at best 66% federal financing of transit—and that phased out over a period of years. The deck is stacked to choose one over the other.
- The way the federal transit act is written, no state is eligible for more than 12½% of the total allocation. This puts the needs of densely populated states like New York, Massachusetts, Pennsylvania and California on a

TO CHOOSE

par with states like Montana and Nevada.

A by-product is that populous cities within the populous states are then forced to compete with each other for the scarce federal funds.

Example: Bay Area Rapid Transit has to compete against Fresno, Pasadena and a host of other communities, not to speak of Los Angeles, to get Federal money. Result: BART is getting $80 million toward the $1.2 billion cost of building the system—about 8%. This compares with the 90:10 money available to build freeways which San Franciscans themselves bitterly rejected.

• A vicious cycle continues to operate: Inferior transit services drive people to drive their own cars. Loss of traffic depletes transit operators' revenues, forcing them to cut service, which drives still more riders on to the highways. Not one major transit operator in the country has access to capital funds on a sufficient scale to arrest, much less, reverse, this cycle.

Plans for new transit systems continue to be "in the discussion stage" year after year.

Examples: Atlanta, Los Angeles, Washington, D.C., all of which had blueprints in the early Sixties, or before.

Plans for new lines or rolling stock on existing systems sit on shelves for years, waiting for the money to buy them.

Examples: The New York City Transit Authority has a "policy" of replacing all cars over 35 years old, which works out to 500 cars a year. In fact, neither the NYCTA nor the City of New York can pay for that many new cars; even with federal aid, perhaps an average of 300 new cars a year is attained.

While New York MTA Chairman William Ronan lauds the NYCTA for its safety record, a commission headed by CBS chairman William S. Paley pegged the Authority for having "the most squalid public environment in the United States."

The conventional wisdom of a highway-oriented society keeps alive the myths of years ago regarding the desirability and practicality of transit.

Myth: No city with a population under one million needs rapid transit.

Fact: About half a dozen in this category have rapid transit; about a dozen, if cities with a million people in their metropolitan area are counted.

Myth: Rapid transit is impractical if it doesn't reach areas that generate 10,000 riders per day minimum.

Fact: Cleveland Transit System proved that people will drive 20 or 30 miles to park in a transit lot and get on the Rapid, thus building up to those volumes.

Myth: People prefer to drive, and there's no use trying to change their tastes.

Fact: Chicago Transit Authority's Skokie Swift, quickly changed the habits of suburbanites when fast, frequent service was made available.

Myth: People are afraid of transit because its destroys property values.

Fact: Toronto Transit Commission revolutionized downtown property values with rapid transit lines.

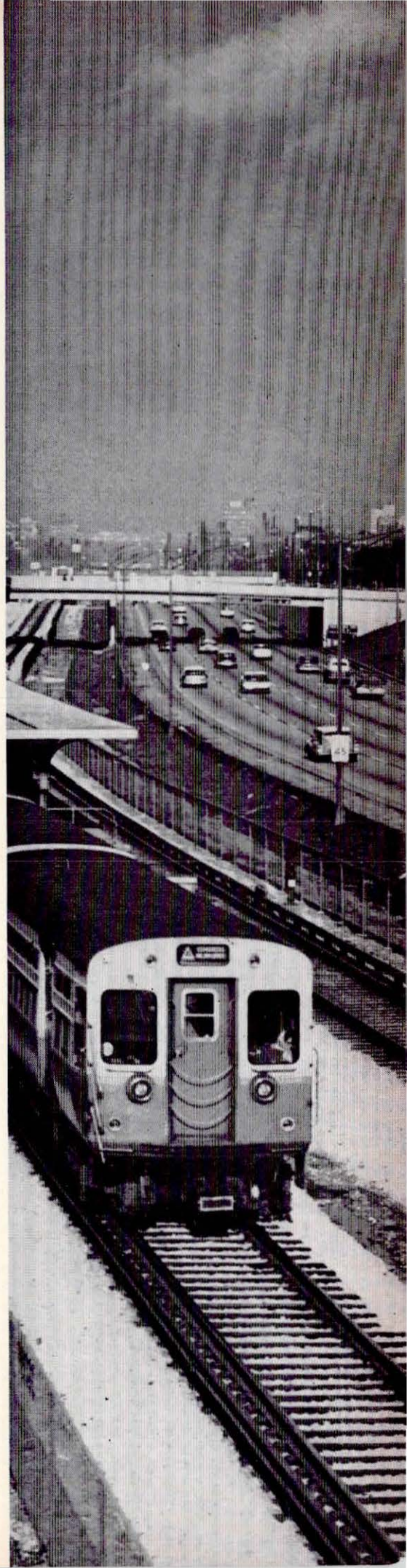
Furthermore, the Toronto experience established once and for all that the high first costs of building rapid transit are returned to the community many times over in higher-rated taxable property: Businessmen want to locate where the traffic is, and will pay for it willingly.

All this is well known to transit people. But failing massive political action to get the kind of program they want, and not sure how to go about getting such a program, they fall into the charades of meetings, studies, consultations—and a jargon of their own.

In transit talk, a tiny step forward is called a giant step; a $100,000 demonstration grant is called a massive research breakthrough; the opening of a dreary, economy-type subway station is attended by hoopla worthy of the astronauts' return to earth.

Favorite term of federal officials who address transit meetings: "We have to find a way," etc. etc. Aren't they paid to find a way, or else sound out loud and clear that there isn't enough money to do the job right?

Favorite term of consultants: "More research is needed," etc. etc. In the



THOSE WHO CAN, DO...

NEW RAPID TRANSIT SYSTEMS OPENED

1964 —Milan
1965 —None
1966 —Montreal; Oslo
1967 —Baku; Tbilisi (Tiflis)
1968 —Cologne; Frankfurt; Rotterdam
1969 —Philadelphia (DRPA); Mexico City (this summer)

US SCORE: 1 OUT OF 10

NEW SYSTEMS ACTUALLY UNDER CONSTRUCTION

Brussels; Budapest; Copenhagen, Dortmund; Dusseldorf; Essen; Hannover; Kharkov; Lyon; Munich; Nuremberg; Peking; Prague; San Francisco; Sao Paulo; Stuttgart; Sydney; Tashkent; Vienna; Yokohama.

US SCORE: 1 OUT OF 20

SYSTEMS THAT MAY START BUILDING IN 1969

Amsterdam; Athens; Birmingham (England); Caracas; Edmonton; Helsinki; Hong Kong; Manchester; Minsk, Naples; Rio de Janeiro; Washington, D. C.

US SCORE: 1 OUT OF 12

land that pioneered all the advances in electronics, metallurgy and space exploration, not to speak of motivational research into consumer attitudes?

Favorite terms of transit operators: "We're extending a line two miles," or "We opened a renovated station last week." Fine, but is that on the scale of the transit crisis?

Certain facts about the transit industry, as it is organized in this country, have to be faced:

1) Transit people don't *know* there's a transit renaissance really going on in other countries. They hear vague references to cities in Europe or Japan, and sometimes read the technical literature to find out about specific matters; that's all.

(Test your transit friends: See how many know that work just began on a new system in Sao Paulo, Brazil.)

2) Transit people have a hat-in-hand attitude when it comes to getting political action. Deficit-ridden operators can hardly afford fat-cat lobbying activities, but if they don't project crisis, they won't get crash programs, which is what they need.

3) Transit people have got to quit being obsessed with the trees and start worrying about the forest. Transit meetings, or most of them, are too much given over to social hours and job exchanges. Technical exchange has its place, although much of that is better handled in the engineering literature. The main business should be administrative and strategic.

4) Transit people have got to start sorting out who are their friends and who are their enemies. Fear of offending political and economic goliaths has led to ridiculous exercises in meekness and anonymity.

Moreover, the fortresses of goliaths are not impregnable: Ralph Nader, Senator Ribicoff and the late Sen. Robert Kennedy proved that.

Transit people often talk of political action in high-school civics terms: Don't offend the big lobbies; reach the decision-makers; stress the positive, not the negative side of the story; take an active interest in civics groups.

It's a strategy for winning over Jaycees and the League of Women Voters. What's wrong with it is that it hasn't worked; it has only made the transit industry a branch of the Jaycees and the League.

Building a subway is a project with a long lead time. The problem is that this has engendered a mentality that doesn't recognize massive crisis, but instead reduces it to a series of small problems to be resolved one by one.

Space projects, highway projects, oil exploration projects are also schemes with long time spans. But that doesn't mean that their administrators and engineers pay no attention to tactics for getting policies they want.

The Washington subway may or may not get started this year; Congress is notoriously cool to doing anything for the District of Columbia—but have Washington area transit officials helped by behaving as though patience and fortitude are all that are needed to win the battle for Truth and Right?

The fact is basic plans for a Washington subway go back to the 1950s, detailed plans to the early 1960s, and the bulk of the work since then has been refinement of engineering and updating of traffic and cost estimates. When a new route alignment was announced two years ago, it turned out that this had once been a route on the original plan but then deleted.

In discussions of political strategy for a Washington subway, transit officials often mention the chairman of the House subcommittee on the District as a man to be placated. The fact is, WMATA appropriations did not get by the *Senate* the last time round—but WMATA sources continue to talk as though a single man in the House is their only worry.

Obviously, the time has come for transit meetings to be something more than back-patting sessions: They have to project a mood of crisis, and ad-

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The points about land-use planning and transit are not isolated but vitally connected. Benjamin Palumbo, executive assistant to Commissioner Goldberg of the New Jersey Dept. of Transportation, has just returned from a year-long study of transportation planning practices in England. According to Palumbo, "In London, it is in a very real sense as a tool of strong planning that transportation functions."

Palumbo went on to note that the maze of petty legal jurisdictions in the London metropolitan area was replaced by 32 boroughs responsible for local government, with those activities having an overall impact—such as transportation—transferred to a central agency.

The Greater London Council, he observed, has a policy of discouraging automobile access to the center city and encouraging it elsewhere—by rail and bus improvements in the core area, road improvements on the periphery. One crucial aspect pointed out by Palumbo is that the planning function includes zoning as well — a complete contrast with U.S. experience, and one obviously designed to make planning judgments stick.

He gives some New Jersey experience: "Excessive reliance on local property taxes for local revenue forces our municipalities to engage in vicious competition for tax ratables virtually without regard to its effect on their neighbors.

"To permit themselves maximum flexibility in the pursuit of ratables, the overwhelming majority of municipalities are willing to relinquish few, if any, powers, particularly their planning and zoning powers.

"It is almost unnecessary to point out that these forces fly directly in the face of, and powerfully undercut, our oft-stated goals of saving the cities and making urbanization a livable proposition."

Palumbo concludes, "Transportation powers alone are not sufficient for the solution of transportation problems." In his recommendations to the New Jersey DOT, Palumbo took account of political realities but urged steps toward making transportation work with land use; getting local counties to work on transportation, not just roads; and reserving to the state certain powers over regional land effects.

The issue for U.S. transit officials is that examples like Palumbo's can be cited all over Europe—and contrasted with American experience.

Furthermore, more than a few European cities have investigated the diversion of automobile excise taxes for transit purposes, and even suggested banning automobiles entirely from the central cities.

In this country, such ideas are still exotic, if not revolutionary, but they may not be much longer, if cities continue to choke with traffic.

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Are measures like these politically feasible? Are there serious objections?

Dealing with such questions is the real business of transit meetings, not ritual noises about "increasing public awareness," "We must find a way," "Progress is coming, but it takes time," and the rest of it. ■

LUTHER MILLER

AS THE EDITOR SEES IT

HAD ENOUGH TALK?—One of the great misapprehensions of our time is that talk is cheap. It is anything but. Talk as a substitute for action is like applying soothing syrup when penicillin is needed—and that is exactly what is happening today in the mass transit movement, as Joe Asher suggests elsewhere in this issue.

LET'S TAKE A TRIP—The comparisons made in this issue of *Railway Age*—between what we are doing in this country (talking, studying, and then talking some more) and what is being done in Europe (building, building, building)—may strike some as odious and unfair. Any doubters are cordially invited to join the fourth anual *Railway Age*-sponsored Rail Transit Seminar Tour of Europe (which leaves New York April 29 and returns May 15).

BUDAPEST AND POINTS WEST—In Budapest, our fact-finders will see continental Europe's oldest subway line (1896) and one of its newest. Unlike New York, which hasn't built a new line since 1935, Budapest is digging—boring through solid rock at depths up to 90 feet. In Berlin, they will see a divided city with problems that would stagger even a Richard Daley or a John Lindsay; but they will also see one of the world's most efficient transit systems (certainly, the quietest)—and find out how it got to be that way.

ON TO PARIS—In the French capital a 9-to-5 working day will take our travelers on a tour of one of the great transit construction projects of all time, the new super-express East-West line. Later, they will sit down in the board room of the Paris Metro and talk with planners who have not only mapped out their transport plans for many years ahead, but are steadily implementing them.

AIRPORT ACCESS? WATERLOGGING?—Those in our group who wonder why the world's richest country cannot solve its airport access problems will find out how tiny Belgium did it—years ago. Those from our coastal plains, who fear that their own saturated soil could not support an underground system, will find out how Rotterdam (below sea level) tackled and solved the problem, with very few studies and minimal chatter. And in London (in addition to swapping experiences with the world's top transit planners and operators, at sessions of the biennial congress of the International Transport Union) they will get a brand new experience not yet available at home: riding a fully-automated transit line. Do those comparisons begin to make sense?

GOP Shuffles appropriations assignments

The Republican members of the Senate Appropriations Committee last week shuffled their subcommittee places, and the new lineups affecting transport interests go as follows. Transportation appropriations: Margaret Chase Smith of Maine, Karl E. Mundt of South Dakota, Gordon Allot of Colorado, Clifford P. Case of New Jersey, and James B. Pearson of Kansas. Public Works: Mundt, Smith, Allot, Case, Milton R. Young of North Dakota, Norris Cotton of Kentucky, and Roman L. Hruska of Nebraska. Independent Offices (handles Interstate Commerce Commission and Department of Housing and Urban Development): Smith, Allot, Hruska, Case and Cotton.

With expected Democratic appointments, the party ratios will be: Transportation, six Democrats and five Republicans; Public Works, 10 Democrats, and seven Republicans; Independent Offices, seven and five—basically the same as for the 90th Congress.

Browne gets top research job at DOT

Transportation Secretary John A. Volpe continued last week to emphasize the need for long-range planning in transportation research as he announced the nomination of Secor D. Browne for assistant secretary for research and technology.

Browne, 52, is an associate professor of air transport at Massachusetts Institute of Technology, president of his own engineering firm, Browne and Shaw Co., Inc., Waltham, Mass., and vice president of the international studies division of Bolt, Beranek and Newman, Inc. of Cambridge, Mass.

Announcing the nomination, Volpe said, "I am concerned that we are not doing the type of research for five, 10 or 20 years ahead that we should be doing. We must know what our aim is, 15 years down the road."

Volpe described Browne as a "real idea man," who, he predicted, would "be in the forefront as we strive for an imaginative, coordinated transportation policy."

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Presenting a great exterior finish for the rapid transit industry... bare aluminum!

The Massachusetts Bay Transit Authority car, shown below, is one of 76 ordered for the greater Boston area. This car, the first of its kind in the U.S., will feature a gleaming, satin-smooth, brushed aluminum exterior developed jointly by Alcoa and Pullman-Standard specifically for the transit industry.

The warm natural tones of aluminum will offer an added measure of commuter-pleasing beauty to these cars.

Another first by Alcoa is the 66½-ft-long aluminum corrugated roof sheets that span the entire length of the car. Rolled and corrugated at Alcoa's Tennessee Operations, these sheets are the largest ever produced in aluminum. Three of the 39-in.-wide pieces will be joined to form the roof of each car.

Alcoa® Aluminum is the rapid transit metal. Alcoa involvement in the industry began in 1903. And today we stand ready to serve you with the largest, most experienced technical staff in the aluminum industry.

For innovative aluminum applications in the transit industry, turn to Alcoa. We know the business inside and out. Call your local Alcoa sales office, or write Aluminum Company of America, 1750-C Alcoa Building, Pittsburgh, Pa. 15219.

Change for the better with Alcoa Aluminum

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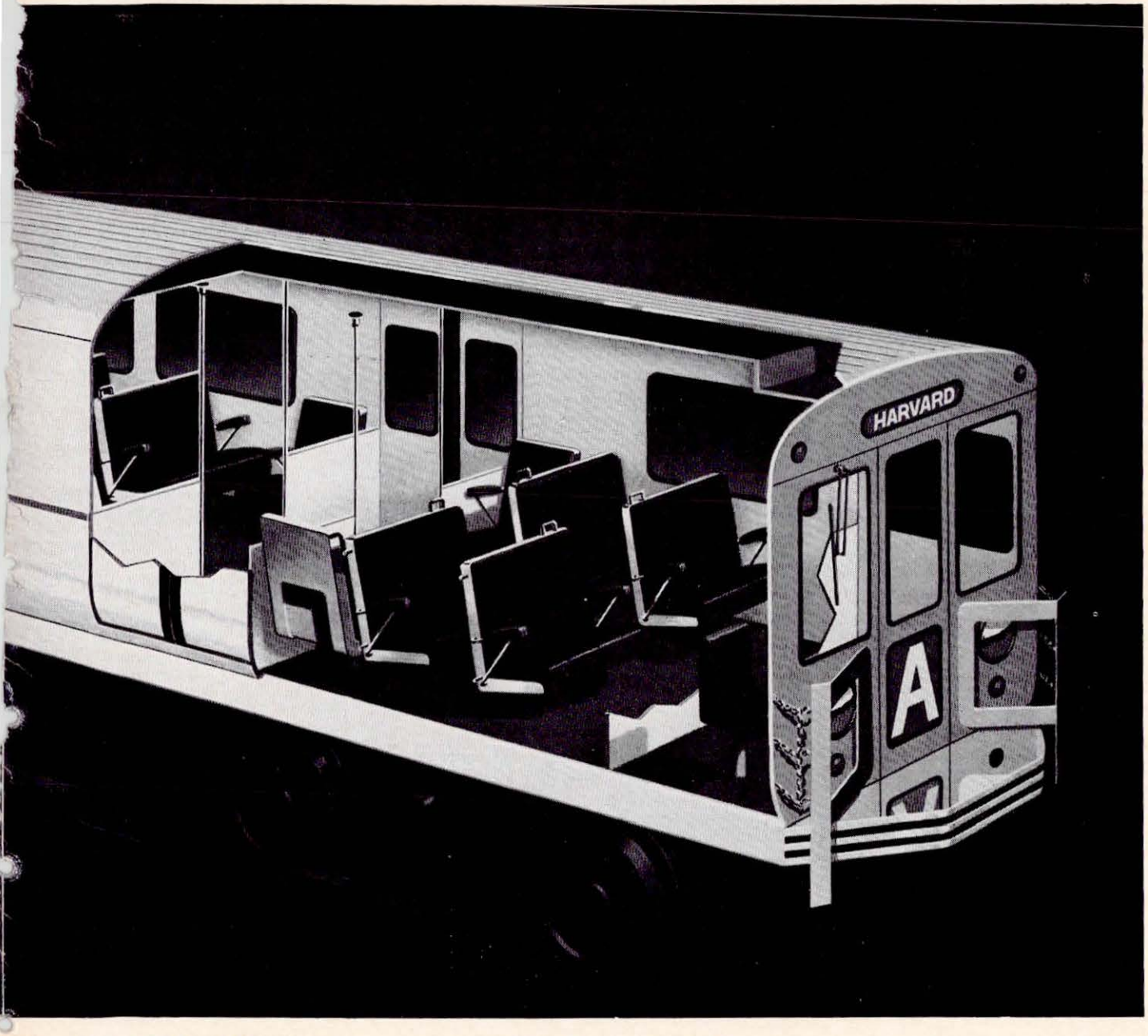

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Urgent: A federal transit policy

The former No. 2 man at DOT says it's time to shape up.

Is there or isn't there a federal policy for urban transportation? John Robson, who just concluded a term as Under Secretary of Transportation in the Johnson Administration, says there isn't. In this interview with RA Transit Editor Joe Asher, he tells why he thinks it's time to establish a policy.

JOHN ROBSON

Q. What is the first big task in urban transportation facing the incoming administration?

A. Establishment of a federal policy. The present time is a propitious one for articulating just what it should be, and closing the political action gap.

Q. You're saying that there was no such policy until now?

A. There actually has been an unstated federal policy for the past 13 years—in the form of the federal highway program. It is obvious that federal highway policy has enormous influence on urban transportation systems and patterns of land use.

Q. You think we should get away from this?

A. Not necessarily. The question I am posing is this: Are we going to look at policy, decide what it ought to be and then do it, or not?

It may be that the policy of letting highways exert their tremendous influence should continue. If so, we should say so and take the consequences. We then deal with whatever consequences there are —on top of the table.

But somebody's got to know what the score is. That is the principal opportunity and responsibility of the new administration.

Q. Why is the present time so propitious?

A. Because, in traveling around the country giving talks, meeting with leaders of the different communities—businessmen, black leaders —I've seen that the urban communities are anxious for something to be done about metropolitan transportation. Other members of the department have seen the same thing.

I'm speaking here not only of the biggest cities with the most pressing problems, but of the Dallases, the Denvers, the Atlantas, which are becoming so heavily concentrated. So the situation is ripe for developing federal policy in this area.

Q. Because expectations of people in the cities have been raised so much?

A. Of course. We're a little bit pregnant, so to speak. First there was passage of the Urban Mass Transportation Act of 1964. Then the advent of the Department of Transportation. All this excited hopes that the federal government would take an active role in solving the problem.

Now, of course, we have a better idea of the dimension of the need. For one thing, we've come to recognize that federal urban transportation policy will have to spring from federal urban policy. Transportation, obviously, is a tool to reach other goals and needs.

Q. What about policy on cities choosing which modes of transport they want?

A. Right now, of course there is a money problem, if a community wants more transit and fewer highways. There is no real choice between 90:10 federal highway money and a wait-in-line chance to get two-thirds federal transit money. We need something else.

Q. Such as?

A. Something like the highway trust fund—a counterpart fund for urban communities to use. You know all the different transit financing proposals as well as I do—gasoline taxes, automobile excise taxes, and so on.

Personally, I don't think a strict user-tax concept or the attempt to tap the highway trust fund are going to work. Such attempts only arouse bitter opposition, and they've led to the unprofitable kind of debate we've had for years—"Your way or my way."

Q. What do you consider the big steps forward—and which the setbacks —for transit lately?

A. I am very encouraged by the half-dozen or so major efforts to finance urban transport on the state level or locally: multi-million-dollar bond issues in New York, New Jersey, and so on.

In some places, the bond issues failed to get through, so you could call those the setbacks. But that isn't so disturbing in my view. The important thing is that they're making an effort on that level.

Q. Do you think regional planning has been hurt by petty rivalries between adjoining political jurisdictions?

A. No question of it. But that's not the major obstacle. Given the influence of highway planning in local proposals, there would be far less bickering and delay if everyone had something to play with—and to plan on.

Q. Any personal feelings?

A. I think there will have to be an expanded role for public transportation, and the federal government will have to increase its activity in the field. ■

Joseph Asher's

TRANSIT ROUNDUP

Boston revises master plan: The Massachusetts Bay Transportation Authority issued a revised master plan, as directed by the legislature—and may run into rough opposition as a result.

No great policy departures from the previous plan are contained in the new one, aside from presenting a range of alternative solutions to the contract commuter service problem. But the ante for the master plan has been raised considerably—to $998 million over a period of years. Of this amount, $540 million would have to be raised through new bond-issues, in addition to the $225 million already authorized by the state lawmakers. Several tax proposals were suggested as means to raise the new money—and all of them brought angry reactions from legislators and the press.

Meanwhile, MBTA awarded a $66,000 contract for demolishing 45 buildings in the Charlestown section, in preparation for the next phase of the 6.1-mile line extension from Haymarket north.

Regional authority for megalopolis? Commissioner David Goldberg of the New Jersey Dept. of Transportation proposed creation of an eight-state regional authority with power to operate all passenger service in the Northeast Corridor.

"As I envision it," he said, "the federal government would assume responsibility for intercity service, while each state or local area would be responsible for the commuter or local service." Goldberg thought intercity operation could break even or near even, if backed by long-term low-interest federal loans, as well as federal aid in capital improvements. Local communities would be eligible for aid from the regional authority and would contract with it to provide their own services.

Cleveland wants more cars: A DOT grant of $1.7 million was applied for by Cleveland Transit System to finance two-thirds the cost of 10 transit cars.

CTS reported a deficit of $483,000 for 1968, although gross revenues were up from $28.5 million in 1967 to $30 million last year. Higher wage and materials costs were the reasons given.

Master plan concept for Toronto: The Toronto Transit Commission issued a conceptual plan for developing all forms of mass transit in the metropolitan area. The plan would give priority to extending the University line up the middle of the Spadina Freeway, followed by construction of a Queen Street subway line. After that would come an Eglinton Ave. line and an outer loop. GO (Government of Ontario) Transit services on Canadian National lines would also be extended and integrated with TTC in a super-agency.

Meanwhile, TTC awarded a $5,385,000 contract for construction of the York Mills subway station on the Yonge St. extension, currently in the building stage and scheduled to be in service by early 1972.

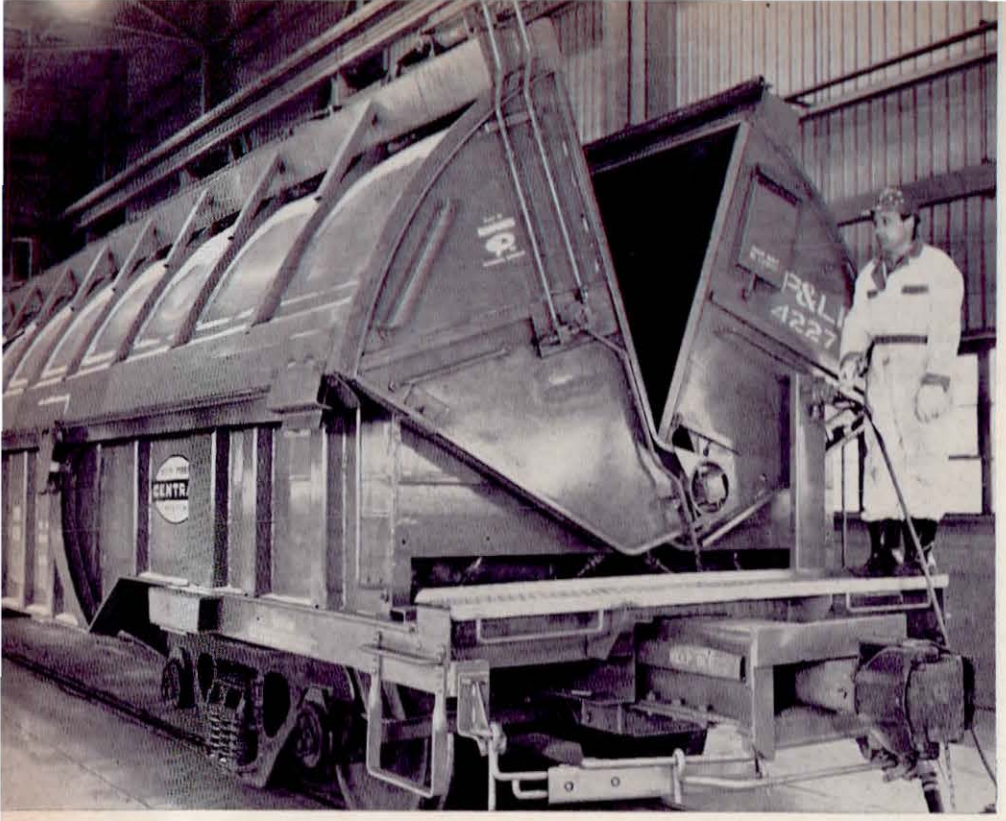
More DOT funds for New York area: The Tri-State Transportation Commission announced supplemental federal grants of $13 million for various projects in the metropolitan area.

The money represents the difference between 50% and two-thirds of the cost of aiding such programs as PATH's Journal Square redevelopment (another $5.6 million); extending electrification on the LIRR (for 16 miles—another $7.5 million).

Sales tax scheme for BART: A year of wrangling over what to do to make up Bay Area Rapid Transit's overrun of $145 million appears to be over. The measure to raise the sales tax in Alameda, Contra Costa and San Francisco counties from 5 to 5½ cents was introduced in the state legislature last month, and BART directors endorsed it, as did Gov. Ronald Reagan.

Railway Age was accurate but misleading in its statement that, relative to this measure, Gov. Reagan refused to put any bill to support BART on the lawmakers' agenda for a special session last fall (RA, Jan. 6/13, p. 23). What Gov. Reagan did was to submit the question of BART aid to the special session, but without submitting any particular measure among the ones proposed at the last session—bridge tolls, automobile in-lieu taxes, etc.

Far-out transit grants: DOT announced a series of grants for unconventional programs: $200,000 goes to the Boston Redevelopment Authority for studying a system of moving sidewalks downtown; $244,250 (later going to $450,000) to the State of California jointly with two Bay Area transit agencies for studies of steam-powered buses; $309,000 to the City of Dallas for demonstration of non-polluting buses powered by freon engines.



INTEGRAL COVERS are opened and closed with air; hand crank has disappeared.

Evans powers covers on coil car

Air operation can supplant manual opening and closing of the covers; coils of up to 90-inch diameter may be accomodated.

Coil-steel traffic looms large in rail freight market planning, and the cars to handle this traffic undergo almost constant refinement. Last week Evans Products unveiled the latest improvement in its coil car—air operation of the integral cover.

That such refinement is necessary is indicated by the future role of the coil car. U.S. Steel has predicted, for instance, that 70% of sheet and strip will be moving in coil form a decade from now (RA, July 29, 1968, p. 42D) and that coil traffic in the 1973-1982 decade will be 126% higher than that of the 1961-1966 period. U.S. Steel has stressed that a highly specialized coil car will be essential in maintaining the present railroad share of this market.

Evans sees its latest development as meeting a suggestion of the American Iron & Steel Institute that "as development of mechanically operated covers is perfected, lift-off covers should be replaced by covers mechanically opened and closed by one man without crane assistance." This was but one of a series of equipment recommendations made by a special AISI group on the steel industry's needs for cars more specialized than the general-service box, flat and gondola cars traditionally supplied by railroads (RA, March 18, 1968, p. 44).

• **Gravity opening.** The modified integral covers on the Evans prototype open by their own weight under the influence of gravity. Closing is achieved with single-acting air-brake cylinders, two at each end of the car. The covers are counterbalanced by four torsion bars to facilitate the closing operation.

Air does not come from the car's brake system. Evans engineers suggest that either the compressed air system in a plant or a small portable compressor may be used as the power source with 80 psi recommended as the operating pressure. The operating control—a pair of three-way air valves—is fitted with a quick-disconnect air fitting. The lock for the weather-tight cover is also operated by air. In the absence of air, it is possible to release the lock and allow the covers to drop open, restrained by the torsion bars and pressure in the four cylinders. Pressure is required for closing, in any case.

The car, which was demonstrated at Plymouth, Mich., last week, was one of 50 Pittsburgh & Lake Erie integral-cover gondolas which has been modified for the new operation. As built, all these P&LE cars had a hand crank with which one man could easily open or close the covers.

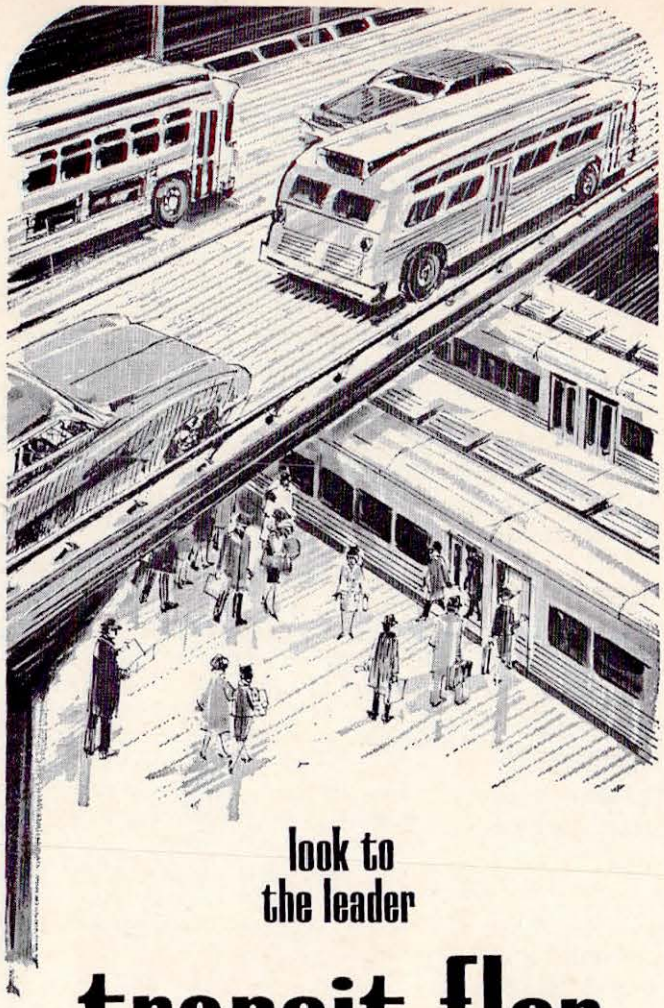
• **Larger coil sizes.** Each cover is carefully contoured to be within AAR Plate C clearances. The standard Evans DF-C Integral Cover Coil Car has, until now, accommodated coils of 30- to 84-inch diameter. Now, says the carbuilder, there is available a new cover capable of protecting coils of up to 90-inch diameter. And this cover will not exceed Plate C clearances when in either the fully opened or closed position.

The air-operated integral covers can also be applied to new gondolas which have been dimensioned so as to avoid exceeding the Plate C outline. The overall length will also have to be sufficient to accommodate the air cylinders and the related lifting mechanism. The design and operation of production covers may differ from those on the P&LE prototype car, notes an Evans engineer.

• **Cushion underframe.** The car may be of 100- or 125-ton capacity with a clear longitudinal loading trough of up to 50-foot length. Coils are separated by heavy-duty expanding crossmembers which, when locked in position, prevent any in-transit shifting. The car is carried on a 20-inch-travel Hydra-Cushion underframe.

When open, the integral cover has sufficient clearance for easy loading and unloading. All crane time, using C hook or tongs, is productive. The unobstructed full-length loading area simplifies the placement and handling of the steel coils.

Steel mills have looked with growing favor on integral covers as coil loadings have increased. Even the lift-off covers, which can be stacked, occupy valuable warehouse space in the course of loading and unloading—most frequently in the lift-truck aisles. In addition to the Evans roll-back design, there have been experiments with various types of telescoping covers which may be nested over portions of the car and shifted as loading proceeds. In addition to steel, designers have attempted to utilize aluminum and fiberglass-reinforced plastic to achieve light weight in the sliding, telescoping arrangements. Recent estimates indicate over 2500 specialized coil cars are in service. ■



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LUTHER MILLER

AS THE EDITOR SEES IT

HAD ENOUGH TALK?—One of the great misapprehensions of our time is that talk is cheap. It is anything but. Talk as a substitute for action is like applying soothing syrup when penicillin is needed—and that is exactly what is happening today in the mass transit movement, as Joe Asher suggests elsewhere in this issue.

LET'S TAKE A TRIP—The comparisons made in this issue of *Railway Age*—between what we are doing in this country (talking, studying, and then talking some more) and what is being done in Europe (building, building, building)—may strike some as odious and unfair. Any doubters are cordially invited to join the fourth anual *Railway Age*-sponsored Rail Transit Seminar Tour of Europe (which leaves New York April 29 and returns May 15).

BUDAPEST AND POINTS WEST—In Budapest, our fact-finders will see continental Europe's oldest subway line (1896) and one of its newest. Unlike New York, which hasn't built a new line since 1935, Budapest is digging—boring through solid rock at depths up to 90 feet. In Berlin, they will see a divided city with problems that would stagger even a Richard Daley or a John Lindsay; but they will also see one of the world's most efficient transit systems (certainly, the quietest)—and find out how it got to be that way.

ON TO PARIS—In the French capital a 9-to-5 working day will take our travelers on a tour of one of the great transit construction projects of all time, the new super-express East-West line. Later, they will sit down in the board room of the Paris Metro and talk with planners who have not only mapped out their transport plans for many years ahead, but are steadily implementing them.

AIRPORT ACCESS? WATERLOGGING?—Those in our group who wonder why the world's richest country cannot solve its airport access problems will find out how tiny Belgium did it—years ago. Those from our coastal plains, who fear that their own saturated soil could not support an underground system, will find out how Rotterdam (below sea level) tackled and solved the problem, with very few studies and minimal chatter. And in London (in addition to swapping experiences with the world's top transit planners and operators, at sessions of the biennial congress of the International Transport Union) they will get a brand new experience not yet available at home: riding a fully-automated transit line. Do those comparisons begin to make sense?

GOP Shuffles appropriations assignments

The Republican members of the Senate Appropriations Committee last week shuffled their subcommittee places, and the new lineups affecting transport interests go as follows. Transportation appropriations: Margaret Chase Smith of Maine, Karl E. Mundt of South Dakota, Gordon Allot of Colorado, Clifford P. Case of New Jersey, and James B. Pearson of Kansas. Public Works: Mundt, Smith, Allot, Case, Milton R. Young of North Dakota, Norris Cotton of Kentucky, and Roman L. Hruska of Nebraska. Independent Offices (handles Interstate Commerce Commission and Department of Housing and Urban Development): Smith, Allot, Hruska, Case and Cotton.

With expected Democratic appointments, the party ratios will be: Transportation, six Democrats and five Republicans; Public Works, 10 Democrats, and seven Republicans; Independent Offices, seven and five—basically the same as for the 90th Congress.

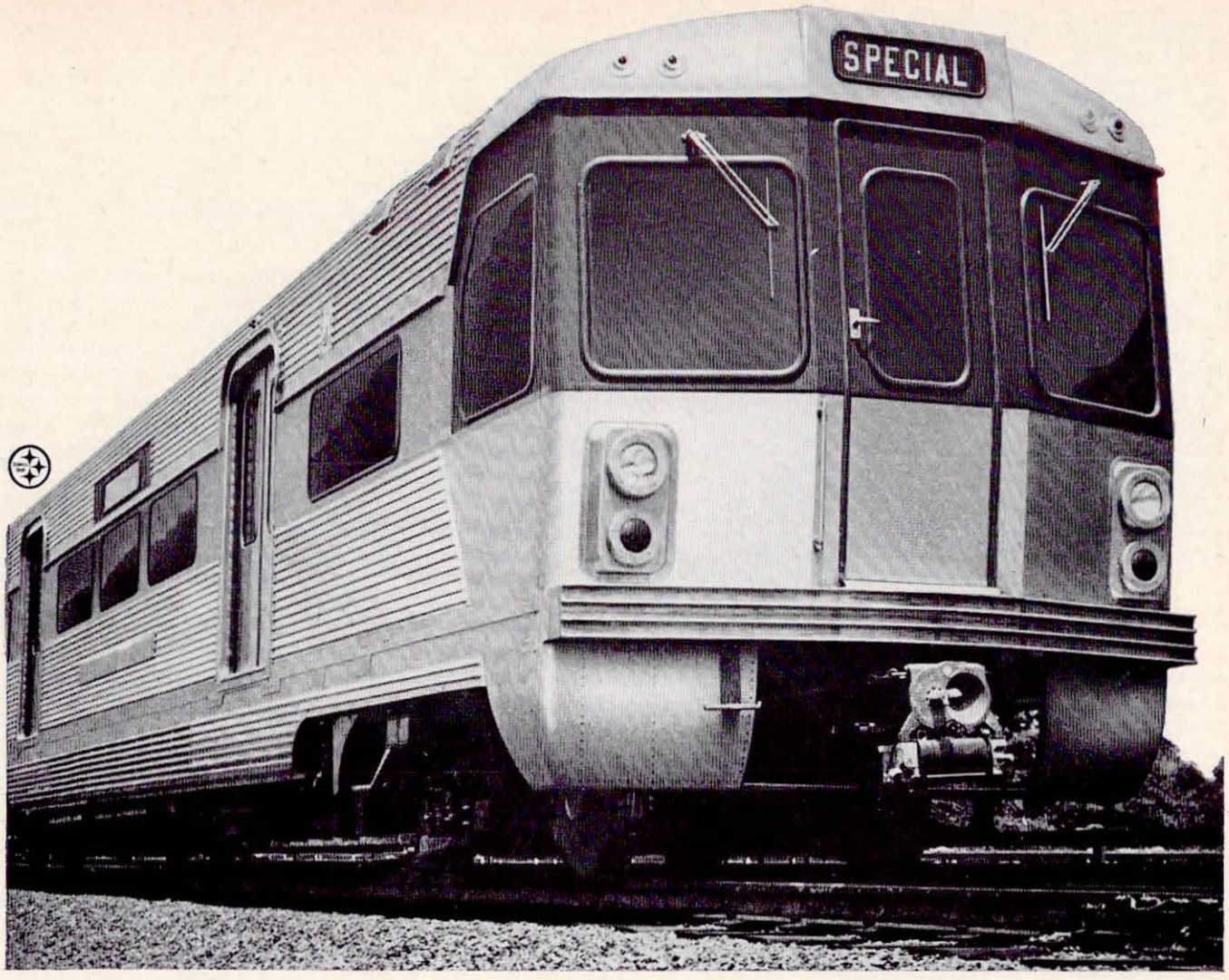
Browne gets top research job at DOT

Transportation Secretary John A. Volpe continued last week to emphasize the need for long-range planning in transportation research as he announced the nomination of Secor D. Browne for assistant secretary for research and technology.

Browne, 52, is an associate professor of air transport at Massachusetts Institute of Technology, president of his own engineering firm, Browne and Shaw Co., Inc., Waltham, Mass., and vice president of the international studies division of Bolt, Beranek and Newman, Inc. of Cambridge, Mass.

Announcing the nomination, Volpe said, "I am concerned that we are not doing the type of research for five, 10 or 20 years ahead that we should be doing. We must know what our aim is, 15 years down the road."

Volpe described Browne as a "real idea man," who, he predicted, would "be in the forefront as we strive for an imaginative, coordinated transportation policy."



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Pleasing appearance—Stainless' original brightness lasts for life—requires only an occasional wash.

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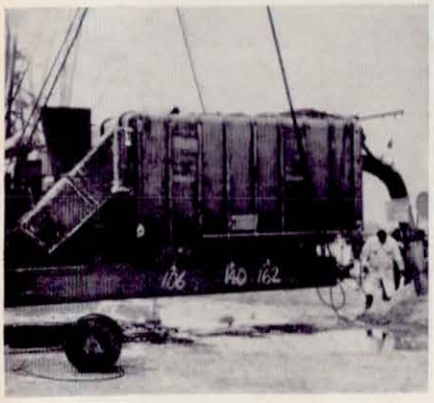
INTERNATIONAL NICKEL

NEW PRODUCTS REPORT



Vacuum unit (RA-1)

The Vac-All, a platform-mounted integral vacuuming unit, can pick up 1 cu ft per min of granular materials, according to the manufacturer. The unit has two power booms installed on the top for suspending two different 8-in. hoses from the body. Extra extensions enable a reach of 100 ft or more from each port at the body for hard-to-reach locations. A flexible final section and an aluminum nozzle on wheels aid in handling long extensions. Smaller hoses and nozzles are available for working in close quarters. Wye reducers enable use of 6- and 4-in. tubes. A 400-gallon water tank with water injection close to the body saturates fine particles of dust. Stainless steel filters mounted inside the roof of the unit remove particles before they come in contact with fan or pass through blower. *Central Engineering Co.*

Housings (RA-2)

Housings available in size from 4 by 6 by 8 feet to larger sizes can be custom equipped with air conditioning, heating and electrical equipment. Materials include cedar spruce stock, 1½ oz of fiberglass with two coats of resin, and the exterior is ¾-inch fir plywood covered with marine primers. Doors are fitted with stainless steel weather stripping and the entire housing is insulated with 1½ inches of fiberglass. *Pembroke Yacht Corp.*

Train length computer (RA-3)

Model 4080 train-length computer counts the number of cars in a train and determines the length in feet of the train. A console provides readout in train length in number of feet and in number of cars. The unit will work with train travel in either direction. The length determination can be made at any train speed over 5 mph. The train may change its speed without causing an appreciable error in the length computation. *Erico Products Inc.*

Relay (RA-4)

A new non-vital relay, the LP-100 is a plug-coupled general purpose relay. It is available in 6 and 8 transfer contacts. Mounting base removable receptacle springs are available for termipoint or push-on wiring. This relay can be used with soldered or push-on terminal connections. Relay coil resistances are standardized for operation at 10, 16 and 24 volts. With standard silver-to-silver contact the LP-100 can handle the same loads as L relays. *WABCO Signal & Communications Div.*

Clearance systems (RA-5)

Automatic electronic systems for detecting oversized loads and out-of-dimension cars in trains are now available. Systems can include presence detection and car counting; side, height and contour measuring; long-car and long-train detection; and pantograph ignoring for height detection in electrified territory. Readout from the detection systems can be local or sent to remote locations. Readout can be by indication lights or printed material. *Erico Electronics.*

Battery chargers (RA-6)

Model R battery chargers are designed for highway crossing protection service. These chargers are essentially constant potential types with two-position toggle switches, float and high. Input is 120 or 240 volts AC single phase, 50-60 Hertz. Output is 6 amperes varying from 10 to 16 volts DC. For example, with 10 volt output, the charger can handle 7-8 cells of nickel-cadmium, 7 cells of nickel-iron or 5 cells of lead acid battery. *Nife Inc.*

NEW LITERATURE

RAILROAD CARS. Ortner Freight Car Co.'s 4-page bulletin 69-1 illustrates and describes custom-designed and modified-standard railroad freight cars specifically built for steel mill service. Also described are second-hand gondola and hopper cars for resale, and the firm's car rebuilding capabilities. (NL-1)

NON-METALLIC STRAPPING. A new 6-page folder from FMC Corp.'s American Viscose Division describes the complete lines of Avistrap polypropylene strapping materials, application tools and automatic strapping equipment. Condensed performance data are presented for a range of sizes of Avistrap material. A table of strap weights, sizes, coil lengths and nominal strengths is also provided. (NL-2)

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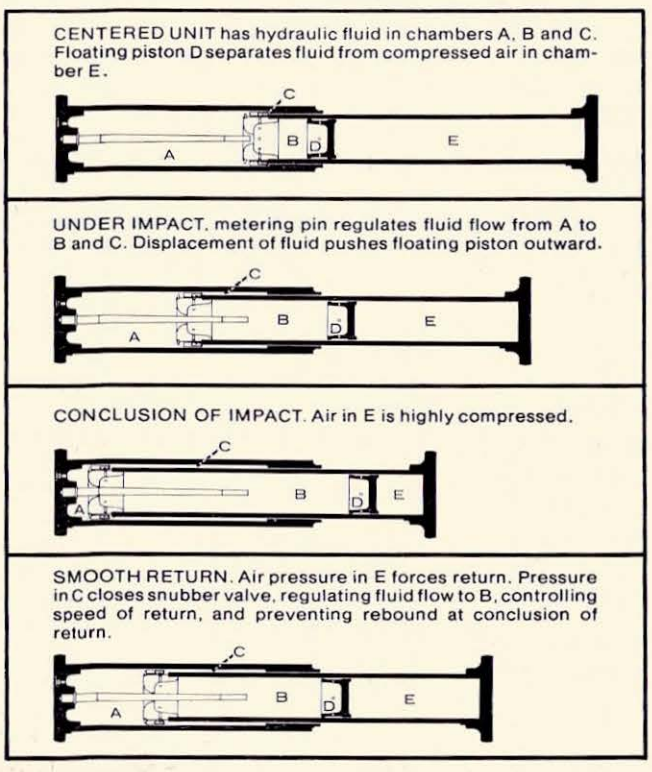
CENTERED UNIT has hydraulic fluid in chambers A, B and C. Floating piston D separates fluid from compressed air in chamber E.
A
B
C
D
E
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A
B
C
D
E
CONCLUSION OF IMPACT. Air in E is highly compressed.
A
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SMOOTH RETURN. Air pressure in E forces return. Pressure in C closes snubber valve, regulating fluid flow to B, controlling speed of return, and preventing rebound at conclusion of return.
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LINES ON LABOR

THERE'S A SLIP, Freudian or otherwise, in the report of Emergency Board 174, the board which heard the ORC&B and BLE wage cases. On Page 35, we're informed—in a review of the BLE case—that the union's original list of demands included a request for a 10% wage increase for "engineers operating without a firearm."

IT'S BEEN A WHILE since there was a Great Train Robbery (in this country, at least). Indians aren't much of a problem any more, even in the West. But there he is, thanks to this magnificent combination of typographical error and proofreader's eyestrain—the hogger with a hogleg.

LOYAL MEMBERS of the Brotherhood of Locomotive Engineers probably won't agree with this—but the day may come when the hogger will indeed wish he had a six-shooter or a stick or something, to beat off the fellow across the cab, the fireman or the trainman who swears allegiance to the big, the mighty United Transportation Union. The day may come when the BLE, old and proud as it is, finds accommodation with UTU inevitable.

FURTHER CONSOLIDATION, down to a one-operating-union basis, makes sense economically just as it did for the four unions which merged into UTU. Perhaps as much to the point, consolidation makes sense when you begin considering the men who will be tomorrow's engineers—and the loyalties they will quite likely bring with them when they cross over to the righthand side of the cab. Unless BLE-agreement "apprentice engineer" programs catch on more widely than they have thus far, tomorrow's engineers will be UTU men. Some may forsake UTU for BLE. Some may elect to doublehead. But it seems fair to guess that many will look the situation over and decide that UTU should be all-encompassing in train-service representation.

THE BLE IS 106 YEARS OLD. It has tradition. It's the D.A.R. and the Mayflower Society rolled into one, so far as rail labor is concerned. It has steadfastly shunned overtures for merger. It chooses to call itself "the organization of the future." And it could be that there will always be a Brotherhood of Locomotive Engineers. At the same time, it's hard to look at UTU and its leaders today, without spotting the signs of ambition, of drive, of the desire for expansion. The Order of Railway Conductors & Brakemen also represented a senior craft. ORC&B is now part of UTU. The locomotive engineer ultimately may wind up in the same family gathering—with or without a firearm.

Court refuses immediate OK for BN merger

The Burlington Northern merger hit another snag last week, when the U.S. Supreme Court said it will hear objections raised by the Justice Department. Because the high court's calendar is filled for this term, hearings may not get started until the next term begins in October—unless the railroads apply for and get an expedited hearing.

In opposing formation of Burlington Northern, Justice argues that merger would stifle competition in the Northwest and consequently would be harmful to the public interest. Justice also contends that the major roads involved —Great Northern, Northern Pacific and Burlington—are each prosperous, and thus there's no justification for merger on the save-an-ailing-railroad basis advanced in other cases.

For the Northern Lines, the court's refusal to permit the merger to go into effect without another review represents one more "down" in a case which has been up and down throughout the 1960s. The ICC once upset a favorable examiner's report and rejected merger on a 6-5 vote. Then, after the BN roads took steps to eliminate opposition from other roads, the ICC reversed itself and approved the consolidation late in 1967. A special three-judge federal court upheld the Commission's action last November, and it was that lower-court decision which the Supreme Court has now refused to affirm, despite the ICC's now-strong support for BN consolidation.

The only immediate comment from the BN roads came from Northern Pacific President Louis W. Menk. He couldn't speak for the other presidents involved, Menk said—but he's confident that "they share the same feelings I have as a result of [this] action by the Supreme Court." And the feelings? Disappointment, tempered by optimism. The BN roads, NP's president said, "are naturally disappointed that our motion to affirm has been denied, further delaying the improved services and other benefits which merger will provide. We are optimistic that the review by the Supreme Court will uphold the decision of the lower court which affirmed the decision of the ICC approving merger. The ICC, after exhaustive study, has found unification of the lines to be in the public interest."

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Austin F. Murphy
EMD

Richard L. Krauss
Reynolds Metals

SUPPLY TRADE

B. R. Beers, assistant general counsel, **Pullman Incorporated,** has been appointed general attorney.

The **Fruehauf Division** of **Fruehauf Corp.** has formed a container sales section under the direction of **Clark E. Abbott,** who becomes vice president, container sales, with headquarters in South Kearny, N.J. Abbott was previously branch manager of the company's South Kearny and Maspeth, N.Y., facilities. **Walter C. Kavanaugh,** director of container sales, becomes director of container sales and administration, with headquarters in Detroit. **Michael E. Cascone** and **Martin Glickman** have been named container development representatives, South Kearny, with responsibility for container sales on the East and Gulf coasts. **Frank B. Pigeon** has been appointed container development representative for the West coast, with headquarters in Oakland, Calif.

John C. Felten has been named executive vice president and general manager, **United States Railway Equipment Co.,** a subsidiary of **Evans Products Co.** Mr. Felten was formerly executive assistant to the vice president of Evans' **Transportation Equipment Group,** and assistant to the president of U. S. Railway.

Elmer Stringham has been appointed manager of marketing services-railroad, **Barco Division, Aeroquip Corp. Frank Thomas** has been named administrative assistant, railroad sales.

Austin F. Murphy, general supervisor-sales and engineering liaison, **Electro-Motive Division, General Motors,** has been promoted to rebuild sales manager. **Howard H. Koltz,** supervisor-sales and engineering liaison, succeeds Mr. Murphy.

Richard L. Krauss, Jr., manager, industrial markets advertising, **Reynolds Metals Co.,** Richmond, Va., has been promoted to director, transportation markets advertising. Since Feb. 1967 Mr. Krauss has also handled the advertising programs, Transportation and Marketing Committee, Aluminum Assn.

TRANSIT

David W. Davis, supervisor of personnel projects, **Cleveland Transit System,** appointed director of personnel.

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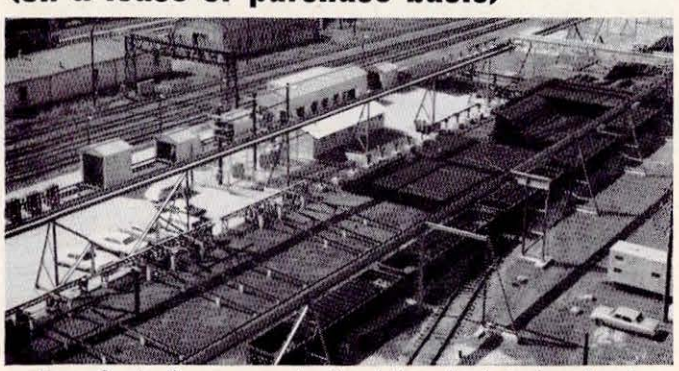

Penn Central's permanent rail welding plant, designed and built by Ramco, produces 200 track miles of rail every year.

Ramco mobile rail welding equipment at work building 30 miles of new track for the city of Chicago.

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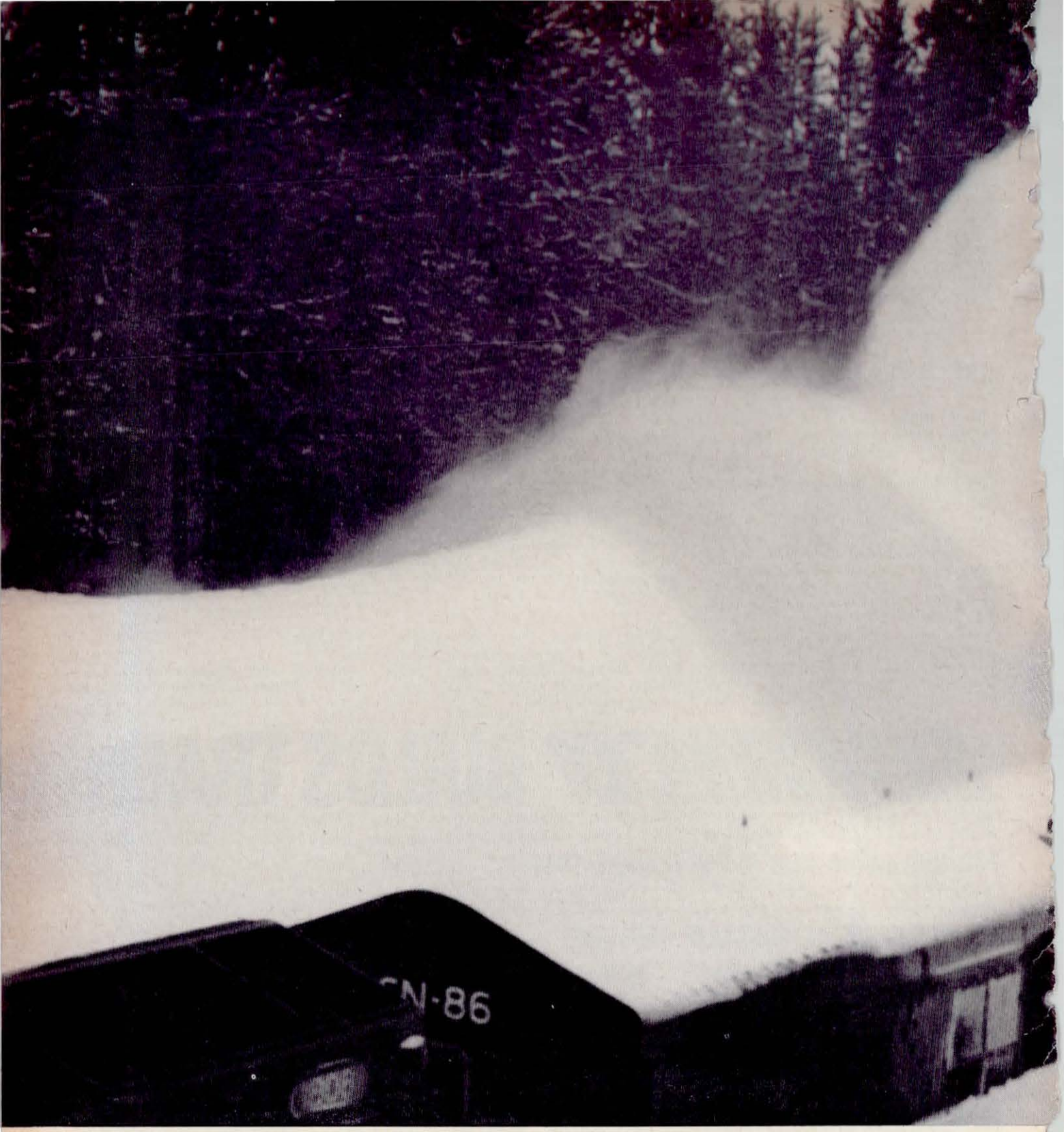

What's anything doing out in

There isn't much out, that's true. A busy signal is all you get from airport and highway department.

But trains are going through. Makes you think.

Here's a form of transportation that brings tremendous power and carrying capacity to bear on quite a narrow strip of real estate. And easier (narrower) snow removal is only one of the benefits . . .

How about all the land that's left for people?

They say that four-fifths of downtown Los Angeles is already pavement. No wonder. To match the load-carrying capacity of one track of a double track railroad would take a highway estimated at ten to twenty lanes wide, if you can imagine such a monster.

Or let's say there's fog. Newark's shut down tight. The Jersey Turnpike is closed to trucks and cars. But freight and passenger trains are running. How come?

weather like this?

Because trains are the basic mass transportation method of the future. Only trains have guided movement—key to the automated future—a built-in feature of the rails they ride on. Trains take less space, their giant engines have greater efficiency, they're easier to move (nothing travels so easily as a steel wheel rolling on a steel rail), they make better use of manpower (only one "driver" is needed up front on a train that may be carrying as many as 2,000 automobiles out of Detroit)!

Today, railroaders are building toward a great future. That's the week to week story of RAILWAY AGE. What a place to talk about the way *you* can help!

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Frank Malone

WATCHING WASHINGTON

PEOPLE-TRAIN TALK—The passenger issue is still alive and still controversial in Washington. More than a dozen related bills have been introduced, led by two strong measures for a mass transit trust fund. The Association of American Railroads wants government subsidies to cover passenger losses, while the Interstate Commerce Commission is trying to determine the real costs of passenger service.

TRUST FUND, MAYBE—First stops for the transit bills are the urban subcommittees of Senate and House Banking and Currency Committees. Staff people say they don't know when the bills will get subcommittee scrutiny. Both committees have members for whom such legislation holds special interest. On the Senate side there are Edward W. Brooke (R.-Mass.) and Charles H. Percy (R.-Ill.) who, like all the Committee members, are on the housing-urban affairs subcommittee, as well as the bill's author, Harrison A. Williams (D.-N.J.). On the House side, the subcommittee lineup is unsettled. Unlike the Senate subcommittee, it won't have all the full Committee members. The full Committee, however, is loaded with representatives of urbanized states.

INTER-CITY, TOO—Longer-haul passenger trains are the subject of bills calling for such things as a moratorium on discontinuances, authority for the Federal Railroad Administrator to set and enforce standards, and a commission to determine rails' future role in hauling people. These have been referred to the commerce committees, and little action is expected before summer. Among them is the AAR bill, reflecting the industry's recent decision to support subsidies for passenger service.

WAIT FOR ICC—Observers say everybody's waiting for the Commission to report—probably in late April—on the cost of rail service and on the size of its jurisdiction over service standards. The entire situation is well drawn in the ICC annual report: "The Commission does not believe that any significant action will be taken until a consensus is developed on whether a national intercity rail system is needed."

DOT IS QUIET—The Transportation Department has been silent, content with the promise of a thorough look for a coordinated answer. Part of that look includes the one bright passenger spot, the Penn Central Metroliner that now enters and leaves Washington and New York twice a day—filled up.

Saunders: Diversify —or else

One of the nation's most persistent promoters of transport diversification has now spelled out what he considers to be the alternative:

If railroads are not permitted to diversify into other modes of transportation, Penn Central Chairman Stuart T. Saunders told the New York Traffic Club, they are doomed to die as private enterprises.

What alarms Saunders is the threat posed to railroad freight traffic by the jumbo jet freighters that will soon take to the air. He cited one jet freighter that is scheduled to go into service in 1971:

"The Lockheed-500 has a cruising range of 3,000 miles with a payload of approximately 300,000 pounds, three times the capacity of the biggest aircraft in operation today. And even more formidable from the standpoint of competition is the prospect that the L-500 can carry such loads at a cost of less than 2½ cents per ton mile. Obviously, the railroads face the loss of a substantial part of their remaining high-rated freight business to this new type of transportation. . . .

"The impact of airborne freight could be the last straw for railroad freight service except among certain bulk commodities, and railroads cannot survive on this sort of traffic alone. This imminent new threat underscores the need for the revision of laws and regulatory practices which prohibit railroads from ownership of other modes of transportation. Without such a change, I see no alternative to nationalization of our railroads in the not-too-distant future."

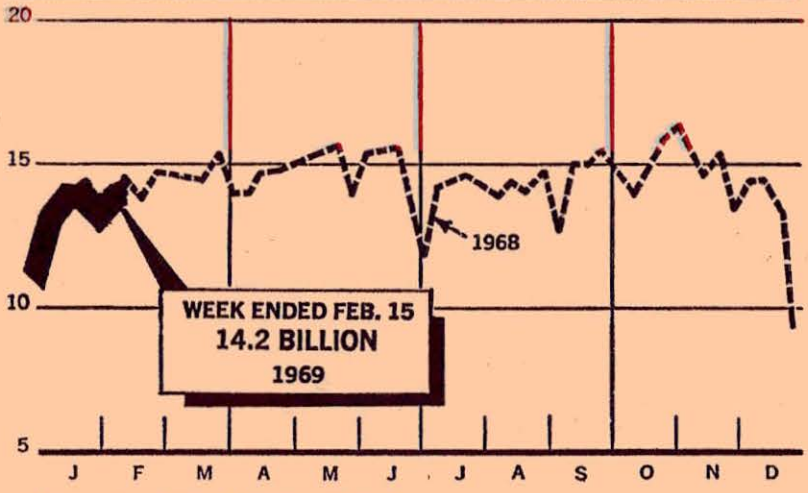
Saunders also talked of other problems—those encountered by Penn Central in its effort "to transform two railroads which have been competitors for generations into a single entity compatible in philosophy, techniques and objectives."

Saunders conceded that in many cases shippers have had to put up with "second- or third-class service." But he said he is convinced that Penn Central is now "over the hump."

"We are well ahead of schedule on the physical projects for unifying our railroad systems," said Saunders. "As these progress, we are eliminating much of the confusion and misrouting which occurred in recent months." ■

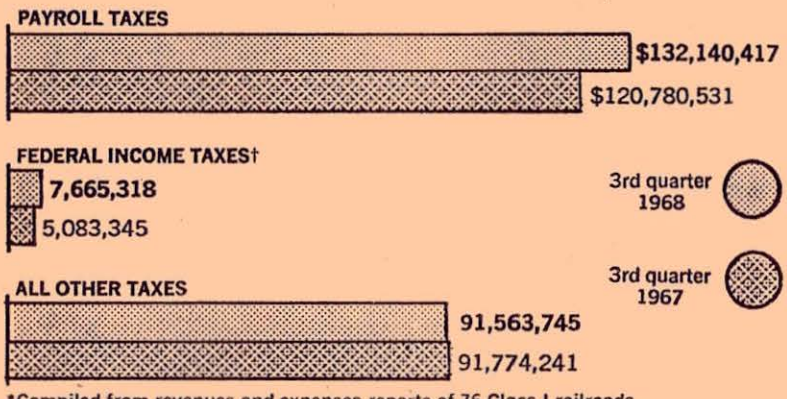
RAIL FREIGHT TRAFFIC TRENDS

BILLION TON-MILES (Estimated)



Source: Association of American Railroads

RAILROAD TAXES*



*Compiled from revenues and expenses reports of 76 Class I railroads.
†Includes income tax, surtax and excess profits tax.
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Current Statistics

Net Income, Class I roads	
Twelve months, 1968	$575,000,000
Twelve months, 1967	$554,000,000
New freight cars on order	
Jan. 1, 1969	31,735
Jan. 1, 1968	24,534
New Freight cars delivered	
12 mos., 1968	56,232
12 mos., 1967	83,095
Serviceable cars	
Jan. 1, 1969	1,382,624
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YOU OUGHT TO KNOW

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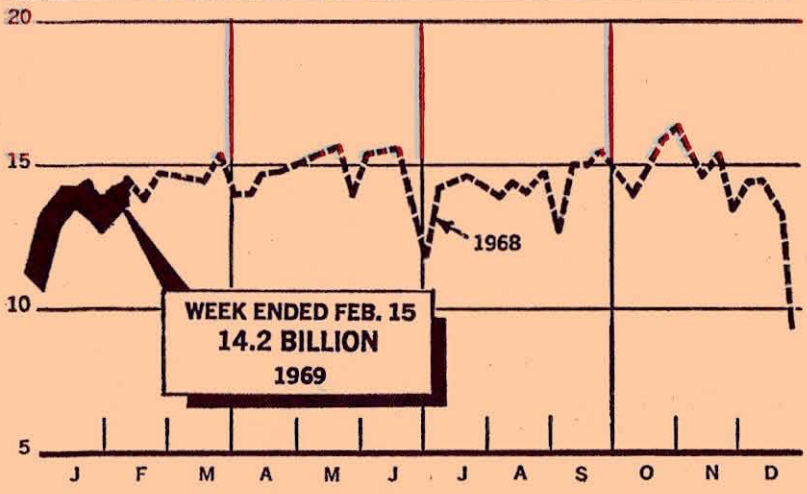

Source: Association of American Railroads

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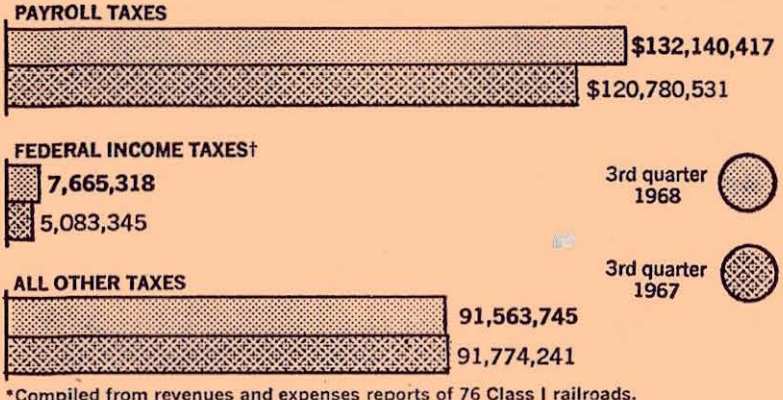

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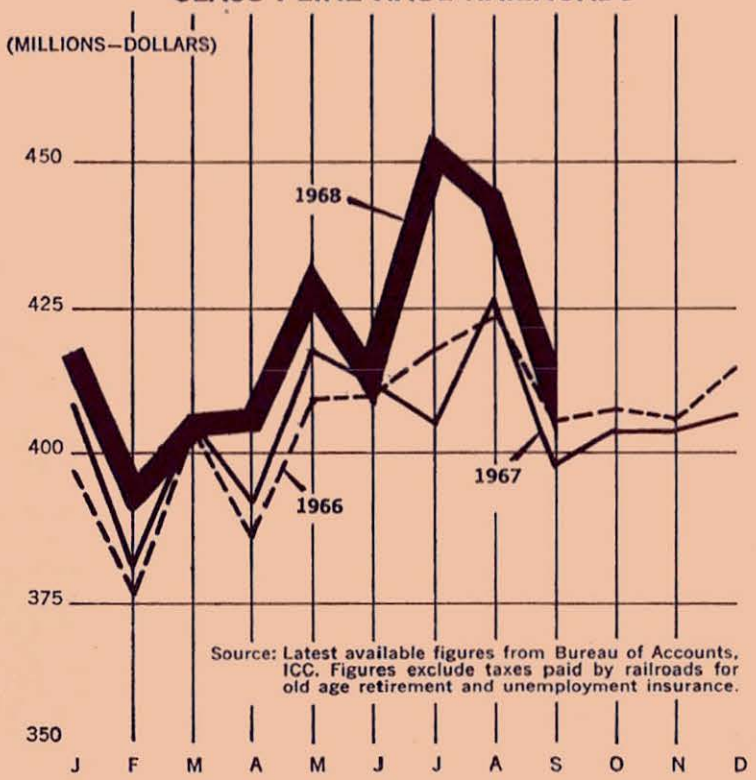
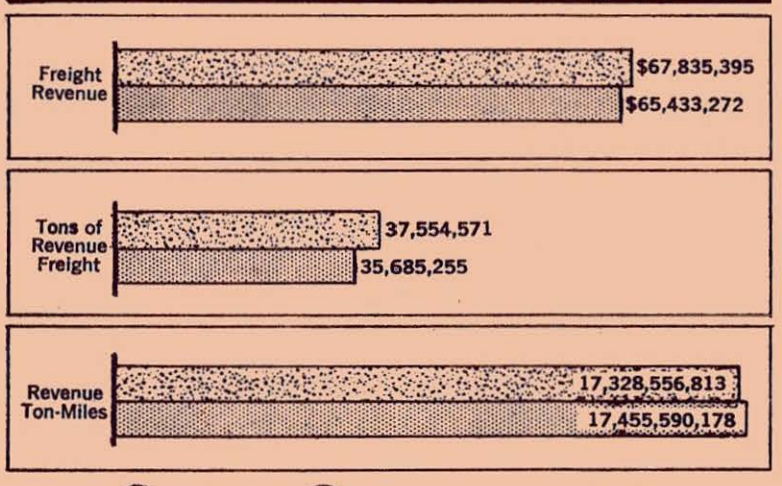
WAGE STATISTICS
CLASS I LINE-HAUL RAILROADS



Source: Latest available figures from Bureau of Accounts, ICC. Figures exclude taxes paid by railroads for old age retirement and unemployment insurance.

CLASS A and B WATER CARRIERS

THIRD QUARTER REVENUE AND TRAFFIC 1968 vs. 1967



Source: Bureau of Accounts, ICC. Class A and B water carriers are those having, respectively, operating revenues exceeding $500,000 and exceeding $100,000 but less than $500,000.

MARKET OUTLOOK

CARLOADINGS

Loadings of revenue freight in the week ended Feb. 22 totaled 510,373 cars, the Association of American Railroads announced on Feb. 27. This was a decrease of 5,270 cars, or 1.0%, compared with the previous week; an increase of 9,160 cars, or 1.8%, compared with the corresponding week last year; and an increase of 6,102 cars, or 1.2%, compared with the equivalent 1967 week. Ton-miles generated by carloadings in the week ended Feb. 22 are estimated at 14.1 billion, an increase of 2.5% above the corresponding week of 1968, and 6.0% above the 1967 week.

REVENUE FREIGHT CARLOADINGS

Commodity	Feb. 15 week	Preceding week	Per cent change
Grain	20,420	19,329	+ 5.6
Farm products	15,983	16,152	— 1.0
Metallic ores	17,709	17,169	+ 3.1
Coal	97,637	98,485	— 0.9
Crushed stone, gravel & sand	24,294	22,308	+ 8.9
Nonmetallic minerals	9,896	9,201	+ 7.6
Grain mill products	20,182	20,286	— 0.5
Food & kindred products	25,382	24,875	+ 2.0
Primary forest products	25,765	23,306	+10.6
Lumber & wood products (except furniture)	15,599	14,317	+ 9.0
Pulp, paper & allied products	24,462	24,975	— 2.1
Chemicals & allied products	30,730	29,117	+ 5.5
Petroleum products	12,762	12,357	+ 3.3
Stone, clay & glass products	19,470	19,355	+ 0.6
Coke	8,307	7,358	+12.9
Metals & products	29,455	28,974	+ 1.7
Motor vehicles & equipment	23,718	23,992	— 1.1
Waste & scrap materials	14,778	14,344	+ 3.0
Forwarder & shipper assn. traffic	6,565	6,866	— 4.4
All other carloads	70,408	73,757	— 4.5
LCL traffic	2,121	2,210	— 4.0
Total cars loaded	515,643	508,733	+ 1.4

CUMULATIVE TOTAL, SEVEN WEEKS.	1969	1968	1967
	3,473,874	3,467,885	3,598,590

PIGGYBACK CARLOADINGS

U. S. piggyback loadings for the week ended Feb. 15 totaled 24,982 cars, carrying 41,119 trailers, compared with 23,962 cars, carrying 39,639 trailers, in the corresponding 1968 week. Loadings for 1969 up to Feb. 15 totaled 167,133 cars, carrying 273,705 trailers, compared with 161,707 cars, carrying 266,574 trailers, in the corresponding period of 1968.

IN CANADA

Cumulative totals	Revenue Cars Loaded	Total Cars Rec'd from Connections
Jan. 31, 1969	287,227	96,404
Jan. 31, 1968	278,745	97,311

FREIGHT-TRAIN CARS

● *Great Northern.*—Ordered 200 70-ton mechanical refrigerator cars from Pacific Car & Foundry for delivery beginning in October.

● *Missouri Pacific.*—Ordered 20 50-cubic-yard, 70-ton air dump cars from Magor for second-quarter delivery.

● *Rock Island.*—Increased its 1969 freight-car acquisition program by 220 units, valued at $3.7 million. Pullman-Standard will build 200 100-ton covered hopper cars; builders have not been selected for 10 5,250-cu-ft-capacity covered hopper cars for flour-loading and 10 86-ft auto-parts box cars. Rock Island's total '69 equipment program, including freight cars, piggyback trailers and 20 diesel-electric units will involve acquisitions valued at about $25 million.

● *Santa Fe.*—Ordered 50 50-cubic-yard, 70-ton air dump cars from Magor for second-quarter delivery.

● *Wisconsin Power & Light.*—Ordered 97 100-ton hopper cars from Magor for first-quarter delivery.

● *January bad order ratio 0.1% above 1968.*—Class I roads on Jan. 1, 1969, owned 1,458,220 freight cars, 23,941 less than on Jan. 1, 1968, according to AAR report summarized below. Bad order ratio was 0.1% higher than last year.

	Jan. 1, 1969	Jan. 1, 1968	Change
Car ownership	1,458,220	1,482,161	—23,941
Waiting repair	75,596	76,329	—733
Repair ratio	5.2%	5.1%	+0.1%

NEW FACILITIES

● *Massachusetts Bay Transportation Authority.*—Has ordered four sets of black and white automatic car identification equipment and a CRT display from the Signal & Communications Division of Westinghouse Air Brake Co. The four ACI systems will be installed at Harvard and Ashmont on the rehabilitated Cambridge-Dorchester Line and at Cambridge-Dorchester Junction and Weymouth on the new South Shore extension.

CAPITAL EXPENDITURES

● *Union Pacific.*—Will spend approximately $120 million on new equipment in 1969, nearly double the $61-million spent in 1968.

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James A. Brown
LV

Ralph W. Smith
LV

R. E. Bisha
L&N

Donald D. Strench
L&N

PEOPLE

AMERICAN SHORT LINE RAILROAD ASSOCIATION.—C. H. Johns, member, Policy Review Committee, **Interstate Commerce Commision,** appointed general counsel, ASLRRA, Washington, D.C.

FONDA, JOHNSTOWN & GLOVERSVILLE.—Jay T. Blunck, general freight agent, Gloversville, N.Y., retired Dec. 31, after 47 years of service.

LEHIGH VALLEY.—James A. Brown, freight sales manager, **Penn Central,** Pittsburgh, appointed vice president–traffic, LV, New York, succeeding **Charles H. Wolfinger,** named assistant vice president–coal and ore sales, PC, Philadelphia. **Ralph W. Smith,** regional traffic manager, LV, promoted to assistant vice president–sales, with headquarters as before at Chicago.

LOUISVILLE & NASHVILLE.—R. E. Bisha, vice president–operation, elected vice president–executive department. **Donald D. Strench,** general manager, elected to succeed Mr. Bisha.

C. O. Wines, manager–methods and procedures, Louisville, named manager–budgets and programs there. **F. J. Flaspoehler,** master mechanic, Evansville, Ind., replaces Mr. Wines. **D. G. Watkins,** assistant to general superintendent, equipment, appointed superintendent equipment, and **L. K. Talaferro,** assistant superintendent, special equipment, named superintendent-special equipment, both at Louisville. **C. R. Gambrell,** draftsman, becomes engineer–special equipment, Louisville.

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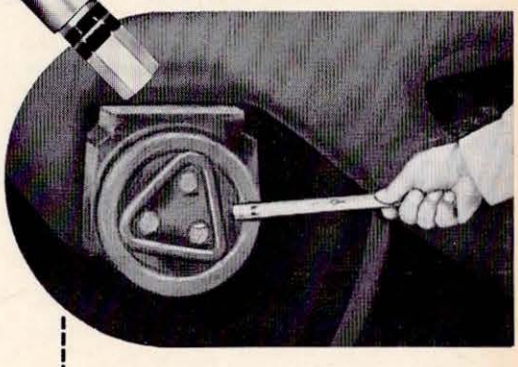

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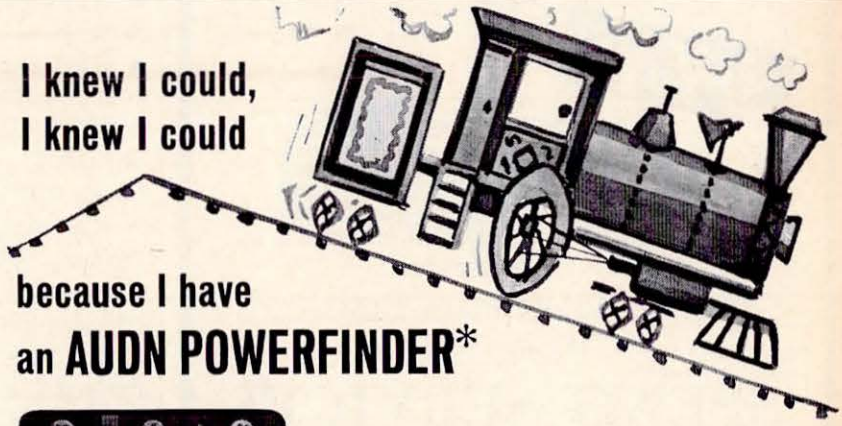

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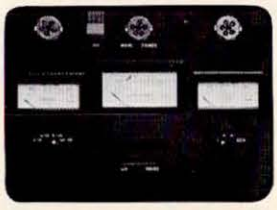

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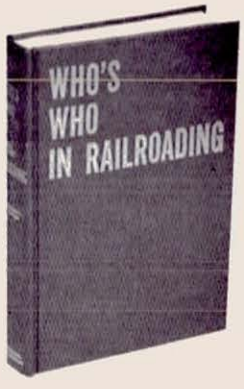

- His present title or position
- His business address and home address
- His age, marital status, family
- His career—including railroad, professional, military
- His technical society memberships, public offices held, books and articles written
- His education, clubs, fraternity

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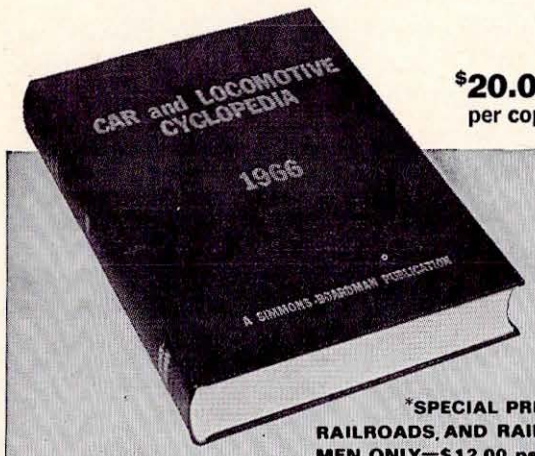

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VIEWPOINT

Who will own tomorrow's railroads?

The big, unresolved question about the future of railroads is not one of survive-or-perish. Railroads will survive, because the nation cannot get along without them.

The question is whether railroads will survive as privately-owned, tax-paying, growth-oriented enterprises—or whether they will totter into senility, still alive but barely kicking, in some massive, tax-consuming bureaucracy in Washington.

If the federal government does not want to take on the task of running the railroads—a task that would make running the Post Office Department seem like child's play—it can avoid doing so by taking strong preventive action. Not tomorrow: today.

Stuart T. Saunders made this point bluntly—rather too bluntly for some people—in an extraordinarily candid talk before the New York Traffic Club. "Railroad Doom Seen in New Jets," was the way the *New York Times* headlined.

That wasn't quite what Penn Central's chairman said. But it was close.

What Mr. Saunders did say was that the big new cargo jets, soon to arrive in great voracious squadrons, threaten to do the same thing to railroad freight traffic that the passenger planes—even in the small piston versions—did to railroad passenger traffic.

Mr. Saunders did not say that the jumbo jet freighters would mean the end of railroads; he did say they could mean the end of railroads as private enterprises.

Is there no alternative to nationalization? Yes, said Mr. Saunders: Permit railroads to escape from the narrow modal box into which existing laws and interpretations of laws have forced them; let railroads (as well as other modes) become genuine transportation companies, combining the inherent advantages of all modes.

The either/or approach may have been overstated—but it sometimes takes that to make people sit up and listen.

Mr. Saunders' Traffic Club audience sat up and listened. Will Congress?

There are strong pressures today to put the Post Office into private management. Will some future Congress be trying just as hard to restore the railroads to private operation?

WHAT RAILROADS CAN DO

Penn Central's chief made an eloquent plea for the support of the general public and the shipping public for the common-ownership, department-store-transportation idea.

But the burden-of-proof will be on the railroads. When and if the common-ownership bill comes to the hearing stage, some Congressman is bound to ask, "If railroads can't run their own trains on time, how can they be expected to run airplanes and trucks and barges any more efficiently?"

The industry faces no more urgent task today than preparing—through action, not words—some mighty persuasive answers.

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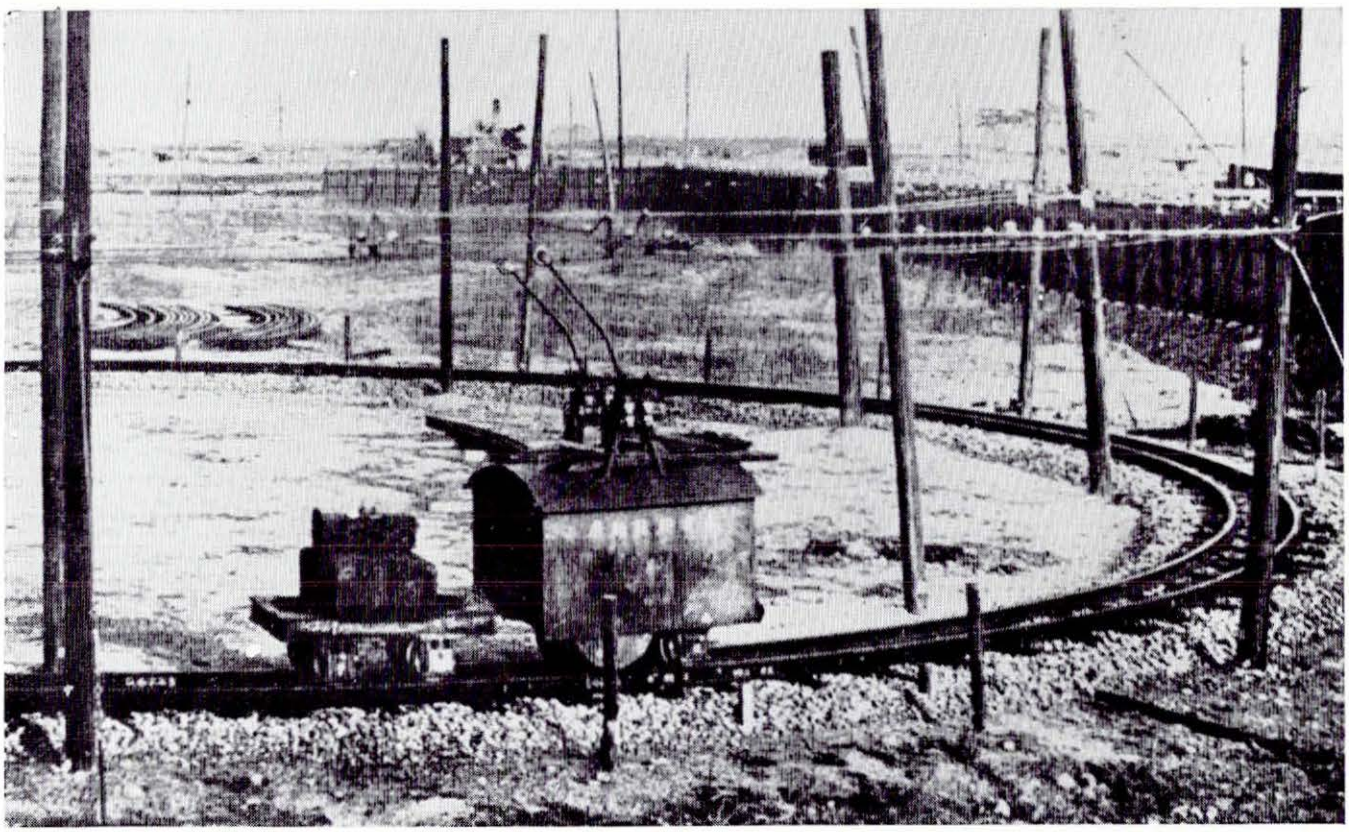

This photograph is 40 years old.
We took it at our Osaka Works in 1928 during a ten-year study of the abrasion of rails and rolling stock, in collaboration with the Japanese Government Railways. And presented the results of the research at the 2nd International Rail Assembly in Zurich in 1932.
The unusual thing is that today these results are still regarded as definitive. Nobody else has ever had to do this kind of research.
Maybe nobody else ever will.

Original rolling stock research characterizes our long history of manufacture. Our current work, for instance, will show us how to build wheels and axles for a new Japanese National Railways super-express expected to operate at speeds up to 160 mph. For this train, wheel tests are being conducted at speeds up to 200 mph.
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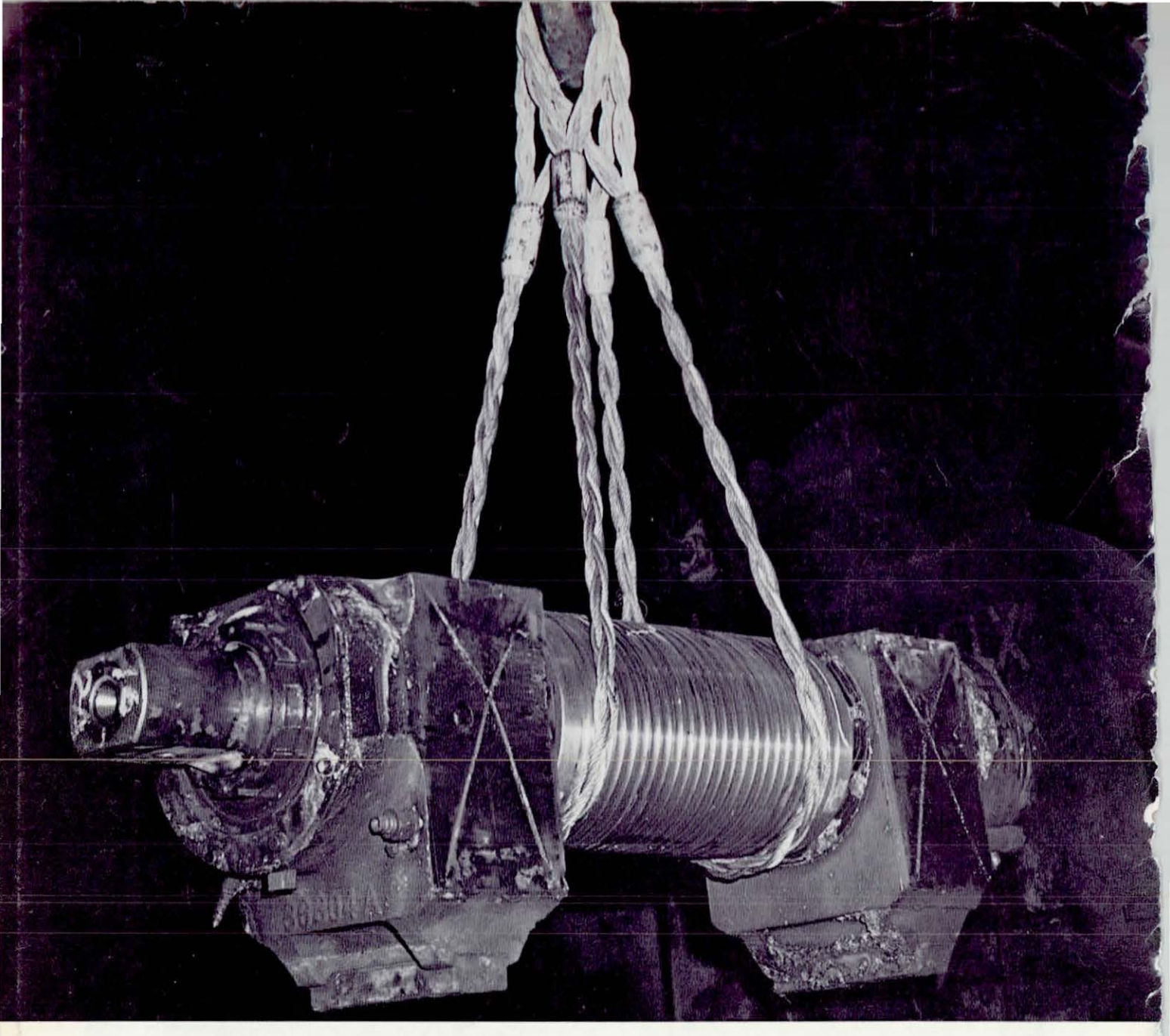

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